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Richmond and Quebec. The township of Ascot took stock in the proposed link between Lennoxville and the Derby line on the frontier, the present terminus of the Passumpsic, some months ago, but owing to the legal opposition of some of the rate payers of the Township, failed to give immediate effect to the consequent By-Law. Thanks to Mr. Pope, M. P. for Compton, who gave a written guarantee that he would provide or cause a portion of the money to be provided by his county, that opposition has since been withdrawn, and the vote to appropriate \$40,000 towards the connection will now go into operation. It is therefore probable that ground will be broken this summer, and that in less than eighteen months the people of the Eastern Townships will be in possession of another direct route to the seaboard. *

Rockford, Rock Island and St. Louis R. R.

The Rockford, Rock Island and St. Louis Railway has been permanently located to Cleveland, on the Rock River, and about sixteen miles east of Rock Island. The contract for building the road has been given to W. M. Irving & Co. From Rockford to Sterling the grading is finished; between the latter place and Cleveland the grading has been sub-let in sections of one mile each, and work will commence next Monday, the 13th inst. Mr. J. E. Abbott, one of the working Directors of the road, was in the city yesterday, endeavoring to procure hands for the job. He wanted to get at least five hundred men. He expects to hire a large number of Swedes, who have recently arrived in this country, a number of whom are now at Moline. Mr. Abbott informed us that it is expected that the road, as far as located will be completed within ninety days. The ties, 35,000, are already under contract, and will be delivered at Fulton on or about the 15th of next month. The iron for forty-five miles of the road is already purchased and will soon arrive. This looks like business. We are glad to feel that this road now assumes a shape that makes its completion altogether certain. It passes through one of the most fertile and beautiful portions of the State. If the road is built to Rock Island, as it undoubtedly will be, we are informed that by connecting with the Northwestern at Sterling, it will make the distance to Chicago twenty miles shorter than by any other route, and lessen the distance to Racine eighteen miles. Considering its direct-

ness, and its being the shortest road and a competing line to Chicago, and that it passes through inexhaustible beds of coal, it will be one of the most important of all of the roads connecting here. With the Peoria road completed, the Coal Valley Road, with its two or more trains per day, and this one added, all bringing coal to this market together, with an immense amount of freight to be handled and the great centre of travel, Rock Island will be made what nature designed she should be, one of the largest cities on the Mississippi.—*Rock Island Union, 9th.*

New York and New Haven Railroad.

At a meeting of the stockholders of this company at New Haven, on the 7th inst., it was voted unanimously to approve of the resolutions passed by the General Assembly now in session, authorizing an increase of the capital stock of the Company; also, to accept of said resolution as an amendment to the charter.

A resolution was passed instructing the Board of Directors not to issue, sell or dispose of any portion of the increased capital stock of the Company, or to use the proceeds thereof except for the purpose of relaying the road with steel rails, of erecting new repair shops and other necessary buildings in New Haven, of increasing the amount of the equipment, of purchasing the necessary lands for depot purposes in New York City and erecting thereon the necessary buildings and of making other permanent improvements to said railroad and equipments.

The directors were also instructed not to issue, sell, or dispose of any of said increased capital stock any faster, nor in greater amounts, than shall be necessary to meet the actual expenses which may be incurred in carrying out the purposes named in the foregoing resolutions.

It was also voted that whenever the directors shall decide to issue any portion of said increased capital stock, it shall be their duty to apportion the same at its par value among the stockholders of the Company in proportion to the number of shares held by them respectively; provided, however, that no fractions of shares shall be so issued; and in case any stockholder shall neglect to take and pay for such portion of said stock within the time fixed by the Board of Directors, the directors shall be at liberty to dispose of such shares not so taken at the market price of said stock; pro-

American Railroad Journal.

NEW YORK, SATURDAY, JULY 18, 1868.

Stanstead, Shefford and Chambly Railway.

The directors of the Stanstead, Shefford and Chambly Railway have ratified the Hon. Mr. Foster's contract to extend the road from Waterloo to Chambly, and from Waterloo to the boundary line. We also learn that the Municipal Council of the County of Rouville has decided to take stock in the proposed road to the amount of \$100,000, provided it is placed in communication with the Passumpsic Valley Railway and extended to the St. Lawrence opposite Montreal. This proviso will bring the Chambly Hydraulic Company into the field, for it possesses the power to build a railway across the intervening county of Chambly, and the Stanstead and Shefford does not.

The Passumpsic Valley Railway Company is said to be one of the principal movers in this scheme to provide another through route from Boston to Montreal, and is at the same time, through the instrumentality of the Counties of Compton and Stanstead, seeking to form a connection with the Grand Trunk Railway at Lennoxville, so as to have direct communication with

vided that none of said increased capital stock shall be disposed of at less than its par value.

Feather River and Beckwourth Pass R.R.

Articles of incorporation of this company were recently filed in the office of the Secretary of State of the State of California. The object of the company, as set forth in the articles filed, is "to construct and run a railroad, with necessary branches, etc., from the town of Oroville, Butte county, up the North Fork of Feather river, through the county of Plumas, by the way of Beckwourth Pass, to the eastern boundary of California, a distance of 145 miles; the term of existence 50 years; capital stock, \$8,000,000, divided into shares of \$100 each; principal place of business, Quincy, Plumas county; Directors—Amos F. Blood, William F. King, G. P. Cornell, I. N. Thorne and S. F. Seabury."

Michigan Central Railroad.

The earnings of this road for the years ending May 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	\$1,824,225	75
" freight	2,285,521	69
" mails, etc.	215,743	07
	\$4,325,490	51
Expenses, viz :		\$4,470,879
Repairs of road	\$723,842	58
" buildings	178,423	31
" locomotives	304,799	90
" cars	305,672	03
Locomotive service	120,315	34
Train	106,647	27
Station	489,407	96
Fuel	328,781	55
Oil and waste	55,106	38
Stationery, etc	29,025	08
Telegraph	22,938	90
Local taxes	99,710	43
Miscellaneous	62,106	48
	\$2,826,777	21
Net earnings	\$1,498,713	30
	\$1,756,334	00

Compared with the previous year the gross earnings of 1867-'68 show an increase of \$145,389 18; with a decrease in expenses of \$112,231 57—making an increase in net earnings of \$257,620 70.

The earnings from passengers show a decrease of \$102,718 78, or 5.63 per cent. from those of the previous year. The earnings from freight show an increase of \$195,452 47, or 8.55 per cent. over last year. The increased tonnage of all freights moved amounts to 9.05 per cent.

The expenses of operating the road (not including taxes) were \$2,610,846 70, or 58.38 per cent. of the gross earnings. In 1867 they were 62.81; in 1866, 61; in 1865, 55.8; in 1864, 47.6; in 1863, 40.4; in 1862, 45.1; in 1861, 51; in 1860, 53.7. The expenses, including taxes, the past year were 60.71 per cent., against 65.35 per cent. in the year preceding. The president in his report says:

The falling off in the amount of revenue from the passenger traffic is to a considerable extent owing to a reduction of rates of fare, and also, to some extent, to the habit into which railway managers have fallen of paying commissions for the sale of passenger tickets, a practice which sensibly affects the revenues of every company which allows it, and still more those of any company which does not resort to it while it is permitted by competing roads.

It has been found possible considerably to diminish the expenses of working the road during

the year, and it is confidently expected that still better results will be attained the coming year.

The track of the road and its equipment, both of machinery and rolling stock, has been fully kept up to the high standard which they have for so many years maintained. Its passenger rolling stock has been much improved, and the road itself is perhaps in a better condition than at any former period.

There has, however, been a material reduction of the expenses in each department.

The equipment of the road now consists of 98 locomotives, 67 first class passenger coaches, of which ten are Pullman sleeping and day coaches, 4 second class and 14 military cars, used for transportation of emigrants, 20 baggage and mail cars, 30 accommodation cars, for drovers, &c., and 1,480 freight cars, for all purposes.

There have been relaid about 40 miles of track the past year, included in which is three miles of steel rail. The amount relaid has been a little larger than is usual, the average for a term of years being somewhat less. The steel rail thus far has hardly borne the test, having been found more liable to break than iron. As the average life of iron on the road is about eight years, it is somewhat more than questionable if it will be found economical to substitute steel for iron in the track of the road. At stations, and where the life of the iron is short from great wear, it is expedient, perhaps, to make the substitution.

During the month of March the business of the road was very nearly broken up by extraordinary floods in Michigan, and along the lines of its eastern connections to New York, the business of each road having been successively interrupted during the month, and subjecting this company to a large loss of business.

The construction of the roads north and northwest from Jackson, and the consequent very great increase of business at that point, will require some expenditure the coming year to enable that station to meet the enlarged demand upon it. There will be some other, but not large, expenditures for local improvements along the line.

The opening of a new route from Chicago to the seaboard through the Great Eastern road, so called, and the Baltimore and Ohio roads, and by sea to New York and Boston, has introduced a new element in the competition for business. This has had a tendency to reduce rates, and, coupled with the practice of the New York roads to charge arbitrary rates between Buffalo and the Bridge, and New York and Boston, instead of prorating the charges for freight with the Western roads, has turned a large traffic from the more direct Northern roads over the more circuitous land and water routes, and has been injurious to the business of the roads west of Lake Erie. This state of things cannot probably long continue. In the multiplication of railways from Chicago and the West to New York and Boston, and the immense development of the West, the result must be greatly reduced rates over the New York roads, and they must eventually rely upon the great volume of business with low charges, instead of high charges, with smaller business, for their profits. Their effort should be, and will be, to perfect their road beds, and reduce to the lowest possible point the charges of transportation, and thus command the great volume of traffic which, at comparatively small rates, will yield larger revenues.

With easy grades and but little curvatures, the capacity of the New York Central road to do business, is immense. It will necessarily, at no distant day, adopt the policy of securing as perfect a track as shall be possible, and consequently reduced expense of transportation, and an immense increase in the aggregate of its business. It will be able then to deal more justly with its Western connections,—be of far greater value to New York City and the country, as well as its stockholders. The contrary policy is suggestive of the necessity of new roads, and new connections with old roads through the State of New York, which, indeed, are springing into life, and which it (as

things now are), is for the interest of all capitalists interested in North-Western railways to promote.

The establishment of lines of through freight cars, now fully in operation, is an important step in advance in the progress of railway management. To establish such a line on the North Shore, the several railway companies owning the roads connecting with the Michigan Central between Boston and New York and in the West United, each furnishing or agreeing to furnish its proper proportion of the cars requisite for the line. There are now running in the line 716 cars of uniform construction, of which this company has furnished 154.

The line is not yet full, all the companies not having furnished their proper share of cars. The advantages, however, of this mode of doing business, by which freight is transported without change of cars, or the consequent damage and delay and expense, is so great, that all will find it for their interest to fill up their quotas, and the line, it is believed, will soon have the capacity to do all the business required of it. The uniformity in the gauge of all the roads on the North Shore leaves nothing to be desired in that respect for the successful working of the plan, and the "Blue Line," so called, has not only preserved, but added great strength to the route by the very greatly increased advantages it affords.

The establishment of a line of through passenger cars, well fitted for both day and sleeping cars, between Chicago and New York, yet remains to be accomplished. As yet, all efforts on the part of the Western roads have been unsuccessful by reason of the refusal hitherto of the New York roads to co-operate in the establishment of it. Such a line of cars being in successful operation upon another route, has resulted in the diversion of a very considerable travel from the North Shore and New York Central line of roads. It is still hoped that the great route of central roads will yet soon be able to afford to all classes of travel the accommodations they may desire.

The progress of railway improvement in Michigan, will in the future contribute very considerably to increase the local business of the road. Already the railroad from Jackson, by way of Lansing, the capital of the State, to Saginaw and Bay City, is in operation. Its length is about one hundred and fourteen miles, and connects the Saginaw Valley, the great lumber and salt marts of the West, with Chicago, by means of your road. There are now about thirty thousand people in the towns and cities of the valley, and with the rapid progress of the development of that section of the State, it must soon become of very much greater importance, in both business and population; and that road will be of constantly increasing importance, as a contributor to the business of your road.

Two other roads of great value to the future business of this company are now in progress. That from Jackson to Grand Rapids, a distance of about ninety miles, is now ready for the rail, about two-thirds of its whole distance, and will be opened undoubtedly for sixty miles, in time to do the fall business of the country through which it will run. By this road, the most important business city of the western part of the State, as well as the productive country through which it runs, will be connected with Detroit by the Michigan Central road.

The business of the country along the line of the road, and that which it will naturally command at Grand Rapids, must be an important element in the aggregate of the business of this company.

The road also from Kalamazoo northwards, to Grand Rapids, is in such progress, that its completion may be confidently expected at an early day, and probably within the coming year. It is a road which has long been needed, and will also bring a valuable contribution to the business of the Michigan Central road. This company has contributed, by its influence and assistance, to aid in the construction of the two first mentioned roads, though, in a manner, to constitute no bur-

den upon its own finances, while, by so doing, it has hastened the construction of those very valuable tributary roads.

While the unsatisfactory relations which have subsisted between the New York roads and those West connecting with them, has been productive of loss of business to the whole lines, and is rapidly building up the more southern roads, still the aggregate amount of business for the last year has been somewhat larger than that of past years, and will probably continue to increase. The progress of population westward, the immense productiveness of the country and its rapid development, and the vast extent of it yet to be filled with an industrious and busy and thriving people,—with towns, villages and large cities everywhere springing into existence,—the rapid construction of railways to almost the remotest settlements in every quarter, as well as to the Pacific coast, and all, in a greater or less degree, contributing to swell now, and in the future, the business of great routes between Chicago and the seaboard, seem to render it certain that they must all continue to increase in value and usefulness in the future, as they have done in the past.

The total number of tons of freight moved has been 638,586; of which 248,588 tons were through, and 389,998 local. Of the through freight, 165,954 tons were carried east, and 82,634 west. Of the local freight, 196,176 tons were carried east, and 193,822 west. Total tonnage east, 362,130; do., west, 276,456.

The whole number of passengers carried was 786,405, of which 659,449 were local, 109,484 through, and 17,472 emigrants. Of the local passengers, 321,940 went east, and 337,509 west; of the through passengers, 52,327 went east, and 57,157 west. Total passengers east, 374,267; do., west, 412,138. The superintendent in his report says:

The through travel, by all the East and West lines, without having increased in the aggregate, has been to some extent diverted by new and rival lines offering strong competition for the business, but mainly by reduced rates of through fare and extraordinary commissions in procuring the sale of tickets not resorted to by this Company.

The local passenger traffic shows a small falling off, less than the previous year, before which it was unusually large, incident to the close of the war.

All through freight destined to New York City and State, and principal points in New England, is now carried in through cars to destination without breaking bulk.

Since the completion of the "third rail" upon the Great Western road, and of the Detroit Iron Ferry Train Steamer, by which through cars commenced passing to and beyond the New York Central Railroad on the 1st of January, 1867, the through freight traffic has steadily increased and must continue to increase.

The plan adopted by the several roads in interest of the through or "Blue Line," of building the line freight cars of entirely uniform pattern, particularly in running gear, has proved itself of incalculable advantage and importance. Upwards of one thousand of these cars are now completed and in use, and there has been no instance thus far of a day's delay to freight by reason of detention for repairs incident to running cars of mixed construction to points remote from home.

The organization of the Blue Line has so far commended itself to the favor of connecting roads that, during the past year, the Providence and Worcester, the Worcester and Nashua, the Housatonic, and the Jackson, Lansing and Saginaw roads have voluntarily subscribed to its articles of agreement, and put in their quota of the new uniform cars. These roads will prove valuable auxiliaries to the line, and share its advantages. The entire business is transacted by the officers and agents of the several roads interested, and its earnings, unlike the generality of other through

freight lines, pass entirely to the roads participating in the organization.

The following roads, forming an aggregate of 3,020 miles, are now parties to the line, all having put in their quota of new cars, which are being increased from time to time by each.

Illinois Central, New York Central,
St. Louis, Alton & Chicago, Hudson River,
Chicago, Burlington & Quincy, Boston & Albany,
Michigan Central, Housatonic,
Jackson, Lansing & Saginaw, Prov. & Worcester,
Great Western, Worcester & Nashua.

The line is thus composed of roads running from the five important Mississippi points, Cairo, St. Louis, Quincy, Burlington and Dunleith to New York, Bridgeport, Conn., Providence, Boston, Nashua, N. H., and all intermediate points, over track of uniform gauge.

The cars of this line are also run without through shipments from seaboard cities to St. Paul, Omaha, Kansas City and extreme points of completion of Pacific road, without breaking bulk.

Additions have been made to the stock of refrigerator cars, which are in good demand and highly appreciated by shippers of perishable freight in both directions.

The opening of the Jackson, Lansing and Saginaw road to Saginaw affords new facilities to our local points for procuring plaster, pine lumber and salt, and is increasing our traffic accordingly.

The arrangement entered into in May, 1867, for a joint passenger and freight business, *via*. Michigan City, with the Louisville, New Albany and Chicago, and Indianapolis, Cincinnati and La Fayette roads to Cincinnati, has been to some extent disregarded by the latter company, but through passenger and freight arrangements are in successful working to Jeffersonville and Louisville,—day and night passenger trains running in both directions between these points and Chicago, furnished with a good class of through day and sleeping cars.

INCOME ACCOUNT.

Balance from previous year	\$443,450 22
Receipts from pass.	\$1,760,246 78
" freight, 2,446,967 11	
" miscel. 278,016 44	
	4,480,230 33
Total	\$4,923,680 55
Expenses (including local taxes) ...	\$2,714,545 64
Payments towards sinking funds ...	84,500 00
Interest and exchange account	646,170 63
Dividend 5 per cent. in cash, payable July 1, 1867	406,025 00
Dividend 5 per cent. in cash, payable January 1, 1868	408,860 00
U. S. tax on dividends, etc	37,817 13
U. S. tax on receipts	43,518 20
Balance to new account	582,243 95
Total, as above	\$4,923,680 55

Construction account has been decreased during the past year, \$16,846 39.

The bonded debt has been decreased during the year by the conversion of bonds to stock, to the extent of \$300,000; and the capital stock has been increased by that amount, and by the issue of \$106,700 new stock, being balance unsold of amount authorized by a vote of the directors March 13, 1867.

The bonded debt now amounts to \$6,968,898 89; capital stock, \$8,477,366—total, \$15,446,354 89. The sum invested in the sinking funds now amounts to \$1,195,728 92. The company owes no floating debt of any description.

The equipment of the road consists of 98 locomotives, 57 coaches, 10 sleeping cars, 4 second class, 14 military, 20 baggage, 30 accommodation, 432 stock, 631 merchandise, 134 Blue Line, 20

refrigerator, 232 platform, 130 hand and 165 wood and rubble cars.

The number of miles run by locomotives with passenger trains was 809,013; with freight trains, 854,120; working trains, 127,613; switching trains, 264,303—total, 2,055,049.

GENERAL ACCOUNT.

Construction account	\$14,914,167 47
Cash on hand and loaned on call	354,373 77
Materials on hand	158,782 60
Assets in hands of Oliver Macy, General Receiver	58,697 68
Assets in hands of James F. Joy, President	85,854 27
Joliet and Northern Indiana Railroad Stock	168,225 00
Chicago land account	97,627 00
Jackson land account	24,411 31
Advance to Jackson, Lansing and Saginaw Railroad Company	105,000 00
U. S. Government five per cent tax	2,690 89
Sundry Accounts	64,766 45
	\$16,029,546 44
Capital stock	\$8,477,366 00
6 per cent. sterling bonds, payable Jan. 1, 1872	467,488 89
8 per cent. sterling bonds, payable Sept. 1, 1869	500,000 00
8 per cent. bonds, 1st mortgage payable Sept. 1, 1869	1,294,500 00
8 per cent. bonds, 1st mortgage, payable Oct. 1, 1882	500,000 00
8 per cent. bonds, 1st mortgage sinking funds, payable Oct. 1, 1882	4,207,000 00
Amount due U. S. Government, 3 per cent. tax on coupons	33 60
Unpaid dividends	914 00
Income account, balance of this account	582,243 95
	\$16,029,546 44

President.—JAMES F. JOY.

Vice President.—NATHANIEL THAYER.

Directors.—James F. Joy, John W. Brooks, Nathaniel Thayer, Erastus Corning, J. M. Forbes, George F. Talman, Moses Taylor, Sidney Bartlett, and Edward Jones.

Treasurer.—ISAAC LIVERMORE.

Superintendent.—H. E. SARGENT.

Auditor.—WILLIAM BOOTT.

Philadelphia and New Hope Railroad.

The survey of the upper line of this road, where it connects with the North Pennsylvania Railroad, at Edge Hill, has been completed. The length of the line to Edge Hill Station is 25½ miles, and thence to the city 12 miles, making its total length 37½ miles. The heaviest grade is 58 feet to the mile, and this at one point only. The survey of the through route has been commenced by way of Davisville, Huntingdon Valley, and the Fox Chase. The two routes bifurcate at a point not far from where the road crosses the Neshaminy. The heaviest grade on this line, as far as reached, is 42 feet to the mile. A meeting of persons interested in having a railroad built along Stony creek, to connect with the North Pennsylvania Railroad, was recently held in Norristown, when assurances were given that from \$125,000 to \$150,000 in stock could be raised along the route.

The engineers have finished the survey of the through route for the Philadelphia and New Hope Railroad, and report it as very favorable. They are now engaged surveying a route to run above Johnsville, and thence to the valley of the Pennypack. The prospect of this road being built is very favorable.

The Belfast and Moosehead Lake Railroad is to pass through Brooks village, Thorndike, Troy and Detroit. It will be thirty six miles long. The payment is to be \$750,000 cash, and the balance \$182,000 preferred stock of the road for the thirty-six miles, and such further sum in preferred stock, as it may exceed that distance. The road is to be commenced in August next.

Atlantic and Great Western Railway.

The following statement, showing the present financial position of the Company, with proposals for its Reorganization and Resumption of Coupon Payments, has just been issued in London. The estimated net revenue from April, 1867, to December, 1872, is said to be ample sufficient to meet all the charges for interest, &c., under the proposed arrangement to put the line in full repair, etc.

Offices of the Atlantic and Great Western Railway,
5. Westminster Chambers, Victoria street, Westminster, London,

June 20, 1868.

At the earnest solicitation of friends who have large interests in the Atlantic and Great Western Railway Company, I accepted the office of President in January last. Duty to myself and to all concerned made it imperative that I should, as conditions of my acceptance, stipulate for the withdrawal of its affairs from the control of a Receiver at the earliest possible moment, and that the open or uncovered debts in Europe should be settled so as to remove all fear of litigation, or too great a pressure on the Company's resources. These debts have been arranged. In order to restore the affairs of the Company to a normal administration, I have now, on behalf of the Board of Directors, to submit the following statements, and to request the earnest co-operation of bond and debenture holders in the scheme herein proposed for capitalization and conversion.

A.—Actual Cash Requirements on 1st April, 1867, on which date the Receiver took possession.

1. For coupons due prior to and including 5th of January, 1867, which, not being presented in due course, or from other causes, were shut out by the suspension, but which equity compels should now be paid, and that the capitalization should be only of those coupons failing due after the suspension, but not including coupons on bonds lodged as collaterals for certificates of debenture, which are dealt with in statement C..... \$1,409,196

2. Supply debt in America, less supplies on hand..... 61,405

3. Mr. Trevithick's estimates in his report to committee of investigation of amount expended since April 1st, 1867, and required for new works and renewal of works..... 2,613,288

Total..... \$4,083,889

Of this amount more than one-third has already been provided out of the revenues during the year ending 31st March last.

B.—Capitalization of Interest.

The Company having lost, by forced realization of its securities, during the panic, a larger amount of its capital than has been found necessary for the completion of the line and its special requirements, it has reasonable grounds for asking that its creditors should for a comparatively short time reinvest their interest. It is proposed to capitalize into "income bonds," bearing 4 per cent. annual interest in gold from November 15 next, having twenty years to run, with semi-annual coupons attached:

1. Two years' coupons on first mortgage divisional bonds..... \$798,110

2. Three years' coupons on second mortgage divisional bonds..... 308,553

3. Four years' coupons on consolidated mortgage bonds..... 4,926,180

4. Two years' interest on debentures from date of payment of last coupon, November 15, 1867, at 5 per cent. per annum..... 1,400,000

Total amount of income bonds to be issued..... \$7,432,843

Resumption of interest at 7 per cent. will commence on the first mortgage bonds from October 1 next.

C.—Certificates of Debenture.—(£2,800,000, or \$14,000,000).

These debentures were originally issued for temporary purposes, at a time when the Bank rate was eight per cent. The works of the railway were making rapid progress in the midst of the great civil war. It was considered that the securities of the completed railway, whose receipts, as each section was opened, exceeded the estimates on which the construction was based, would, on the restoration of peace, considerably increase in value. A large amount of divisional and other securities of the Company, pending arrangements for consolidation, was placed with trustees as collaterals for the debentures, which were issued for three years, with interest guaranteed. In this way it was believed the public would be fully protected, and the Company realize extreme rates for its bonds and shares. In order to close this trust, which has been the source of much complication and litigation, it is proposed to convert the certificates of debenture into second mortgage consolidated bonds bearing 5 per cent. interest in gold from the 15th of November, 1869; the two years' interest from maturity of debentures, 15th November, 1867, until interest on the bonds commences, being funded at 5 per cent. per annum, as per statement B. Certificates of debenture when exchanged will be cancelled by the trustees, after withdrawing from the trust and returning to the Company a proportionate amount of each description of collaterals, according to the deed of trust. Holders who prefer the security of the collaterals will not have their position impaired; the interest on bonds lodged as collaterals will yield 425,732 dols., or about 3 per cent. per annum on the certificates of debenture, and a large amount of the other securities will improve in value by the restoration of the Company's credit.

D.—Present Position of the Capital Account.

1. First mortgage bonds, severally secured on the New York, Pennsylvania, and Ohio divisions of the railway as they stood prior to consolidation. \$5,700,500

2. Second mortgage bonds secured on same..... 1,489,300

3. Consolidated mortgage bonds, secured on the whole line, and with the additional special security of its franchises, and of the revenues of the Mahoning and Franklin branches, from which over one quarter of the whole net income of the company is derived..... 17,593,600

4. Certificates of debenture, £2,800,000 equal to, in gold..... 14,000,000

5. Shares of common stock..... 17,358,850

Balance being difference between the amount of collaterals lodged as security for certificates of debentures—viz., bonds. \$5,236,600
Do., shares..... 12,641,150

\$17,877,750
Less amount of certificates of debenture..... 14,000,000

3,877,750
Total present authorized issue..... \$60,000,000

E.—Position of the Bond and Capital Issues. On Completion of the Scheme of Conversion of Debentures and Capitalisation of Interest.

1. First mortgage divisional bonds, 7 per cent..... \$5,700,500

2. Second mortgage divisional bonds 7 per cent..... 1,469,300

3. Consolidated bonds, 7 per cent..... 17,593,600

4. Second mortgage consolidated b'ds, 5 per cent..... (new) 14,000,000

5. Income bonds, 4 per cent. (new) 7,432,831

6. Share capital or common stock..... 17,358,850

\$63,555,081

The whole of the securities in trust for certificates of debenture will revert to the company.

F.—Estimates of Revenue from 1st April, 1867, to 31st December, 1872, and its Appropriation.

The ability to resume payments at the dates hereafter named is based on the estimates of Mr. Trevithick, the consulting engineer of the committee of investigation, and of Mr. Oewel, one of the committee who visited the railway. The moderation of these estimates is proved by the actual net receipts of 1867-'8 being 15 per cent. in excess of Mr. Trevithick's calculations. The estimates are in United States currency, and coupons must be for the present so payable; but for the difference between currency and gold on such coupons as are payable in gold, certificates will be given redeemable from the earliest revenues which can fairly be appropriated for that purpose. The greatly increased development of traffic which will be obtained by an energetic administration under a restored credit, will, no doubt, provide a margin for payment of coupons in gold, drawn bonds, resumption of the drawings, and for all contingencies connected with the liabilities of the company. The estimates of net revenue, after providing for rent, taxes, and working expenses, are:

By Mr. Trevithick.	By Mr. Oewel.
April 1, 1867, to Apr. 1, '68. \$1,450,000	\$1,495,000
April 1, 1868, to Apr. 1, '69. 1,740,000	1,840,000
April 1, 1869, to Apr. 1, '70. 2,052,500	2,005,000
April 1, 1870, to Apr. 1, '71. 2,337,500	2,430,000
April 1, 1871, to Apr. 1, '72. 2,506,250	2,615,000
April 1, 1872, to Dec. 31, '72. 2,000,000	2,100,000

Net amount of revenue... \$12,086,250 12,485,000
The demands on the revenue will be—

As per statement	A..... \$4,083,889
Coup. due in '69	671,578
“ '70	1,466,803
“ '71	2,422,853
“ '72	2,730,751
	11,376,054
	11,376,054

Surplus..... \$710,196 \$1,108,946

Bond Issue and Annual Interest thereon from date of complete Resumption of Payments.

Principal.	Interest.
First Mortgage, Divisional bonds, 7 per cent.	\$5,700,500
Second Mortgage, Divisional bonds, 7 per cent.	1,469,300
Consolidated mort. bonds, 7 per cent.	17,593,600
Second mortgage, consolidated bonds, 5 per cent.	14,000,000
Income bonds, 4 per cent.	7,432,843
	700,000
	207,313

Total bonds..... \$46,196,243 \$2,730,751

It is proposed to resume cash payments of interest accruing on the first mortgage divisional bonds, from 1st Oct., 1867. Second ditto, ditto, from 1st Oct., 1869. Consolidated mortgage bonds, from 16th Jan., 1871, funding the previous coupons.

To enable the board of Directors to carry out the scheme for funding and conversion, it is requested that holders of first mortgage bonds of the Pennsylvania and Ohio divisions send in to

the secretary, at the offices of the Company, 5, Westminster Chambers, Victoria street, Westminster, the coupons due in April and October, 1867, and April 1868, for which scrip for income bonds will be issued. The coupons due in October, 1868, will be stamped "payable in income bonds," and returned. Holders of first mortgage bonds of the New York division are requested to send in their coupons due July, 1867, and January and July, 1868, for which scrip for income bonds will be issued; the coupons due January, 1869, will be stamped "payable in income bonds," and returned. Holders of second mortgage bonds of the New York division are requested to send in their coupons due in April and October, 1867, and April, 1868, for which scrip for income bonds will be issued; the coupons due in October, 1868, and April and October, 1869, will be stamped "payable in income bonds," and returned. Holders of second mortgage bonds of the Pennsylvania and Ohio divisions are requested to send in the coupons due in July, 1867, and January and July, 1868, for which scrip for income bonds will be issued; the coupons due in January and July, 1869, and January, 1870, will be stamped "payable in income bonds" and returned. Holders of consolidated bonds are requested to send in their coupons due in April, July, and October, 1867, and January, April, and July, 1868, for which scrip for income bonds will be issued. The coupons due in October, 1868, January, April, July, October, 1869, and January, April, July, October, 1870, and January, 1871, will be stamped "payable in income bonds" and returned. Bondholders will thus retain in their possession the coupon not yet due, preserving the marketable shape of their bonds. Holders of certificates of debenture are requested to send them in to the secretary, as above, for which scrip for two years' interest will be issued, and also scrip for the consolidated second mortgage bonds. All scrip will be exchanged for bonds, as soon as they are received from the United States.

HENRY G. STEBBINS, President,

L. J. WOODMAN, Secretary.

United States Supreme Court.

WESTERN RAILROAD MORTGAGES—FORECLOSURE—NOTICE OF SALE.

Frederick P. James *et al. vs.* The Milwaukee and Minnesota Railroad Company.—This is an appeal from the Circuit Court of the United States for the district of Wisconsin. Mr. Justice Nelson delivered the opinion of the court. The bill before us is a creditor's bill, filed by four different judgment creditors against the defendants to set aside as fraudulent and void against creditors the sale under a mortgage made to Barnes on the 21st of June, 1858, for two millions of dollars, by the La Crosse and Milwaukee Railroad Company, which sale took place on the 21st of May, 1859, and under which the defendants' company was organized, and that the company be perpetually enjoined and restrained from exercising any control over the property or franchises mentioned in said mortgage or from interfering in any manner with the road or its franchises; and further, that the said company be decreed to take nothing under the sale, and, that the property and franchises of the La Crosse and Milwaukee Company may be sold and applied, after discharging all prior liens, to the satisfaction of the judgments of the complainants. The complainants consist of the firm of F. P. James & Co., who are the owners of a judgment against the La Crosse and Milwaukee Company for \$26,353 51, recovered in the District Court of the United States for the district of Wisconsin, on the 5th of October, 1858, in favor of Edwin O. Litchfield, and which came to the complainants by assignment; Nathaniel S. Bouton, who recovered in the same court a judgment

against the same company for \$7,987 37, on the 5th of April, 1859, and which judgment came to the firm of F. P. James & Co., by assignment; Philip S. Justice and others, who recovered a judgment in the Circuit Court of Milwaukee county against the same company for \$235 33, and E. Bradford Greenleaf, a judgment in the same court against the same company for \$840 06. These judgments were liens on the La Crosse and Milwaukee Railroad subsequent to the mortgage to Barnes already referred to, which with the sale under it is sought to be set aside as fraudulent and void against creditors. The mortgage was given to secure the payment of an issue of bonds for \$2,000,000 on the 21st of June, 1858, and which were issued accordingly by the president and secretary, and were made payable in thirty years; one thousand bonds of \$1,000 each, one thousand four hundred of \$500 each, and three thousand of \$100 each, interest at seven per cent., payable semi-annually on the 1st day of January and July in each year, with coupons attached. The sale under the mortgage took place on default of the payment of the first instalment of interest, six months after it was executed. Barnes, the mortgagee, acted as auctioneer, and bid off the property himself as trustee for the bondholders, who soon after organized the Milwaukee and Minnesota Railroad Company, one of the defendants in this suit. As appears from the proofs at the time of this sale there had not been \$200,000 advanced on the entire issue of the two millions of bonds; indeed the actual amount is but little over \$150,000. \$550,000 of the bonds do not appear to have been negotiated at all, which were held in trust and never used, and \$103,000 had been returned and cancelled, making in the aggregate \$653,000. \$400,000 were given to Chamberlain to secure a note of the company for \$20,000, which he sold at auction, and which were bid in, principally by the directors, at five cents on the dollar. \$310,000 of the bonds were given to secure a loan of \$15,500, and which came into the hands of the same persons or their friends for about five cents on the dollar. It is charged in the bill—and the proofs are very strong in support of it—that this note to Chamberlain for \$20,000 and the loan of \$15,500 to secure the payment of which these bonds were given—\$400,000 in amount for the first sum, and \$310,000 for the second—were made by the company for the purpose and with the intention of obtaining a division of them among the directors, at merely nominal prices. It is very fully established that this was, in point of fact, the result of the transaction. We have looked with some care into the proofs, and into the brief of the learned counsel for the defendants, to ascertain the portion or amount of these bonds, or of the stock of the Milwaukee and Minnesota Company, into which some of them were converted that are now in the hands of *bona fide* holders, and we find no evidence in the record tending to show any amount beyond the sum already mentioned, less than \$200,000. These were the only outstanding bonds existing at the time of the foreclosure and sale for which value had been paid; the remainder of the \$2,000,000 were either in the hands of the directors or under their control, and not negotiated, or they were in their hands under the fraudulent arrangements we have already stated, at nominal prices. Nor do we find that the present holders of the bonds or stock of the company are in any better or more favorable condition than those who organized the defendants. The notice of sale set forth that the mortgage debt was \$2,000,000, and that \$70,000 of interest was due. It needs no authorities to show that such a sale cannot be upheld without sanctioning the grossest fraud and injustice to the La Crosse and Milwaukee Company, the mortgagee and its creditors. This deceptive notice was calculated to destroy all competition among the bidders, and, indeed, to exclude from the purchase every one, except those engaged in perpetuation of the fraud. The sale, therefore, must be set aside, and the Milwaukee and Minnesota Company be perpetually enjoined from setting up any right or title under it, the mortgage to remain as

security for the bonds in the hands of *bona fide* holders for value, and that the judgment creditors, the complainants, be at liberty to enforce their judgments against the defendants therein, subject to all prior liens or encumbrances.

Rockford, Rock Island and St. Louis R. R.
The Rockford, Rock Island and St. Louis Railroad Company's first Mortgage Gold Bonds offer special inducements to investors.

They pay seven per cent. interest in gold coin, free of Government tax, equal, at present price of gold, to over 10 per cent., in currency.

They have fifty years to run.

They give the holder the option to receive his interest either in New York or London.

They are convertible into stock at the option of the holder.

Each bond is for \$1,000, or £200 sterling and the principal, as well as the interest, is payable in gold coin.

The bonds are amply secured on two hundred miles of railroad equal in value to any line of equal length in the West, and upon more than twenty thousand acres of choice Coal Lands, worth on the completion of the road, from \$300 to \$500 per acre.

The line passes through a district of Illinois which in population, in the amount and variety of its productions, in the extent and value of its water power and in its consequent ability to furnish a large and profitable business to a railroad, is equal to any in the State.

The Company, like the Delaware, Lackawanna and Western, combines with its ordinary operation the business of mining and selling coal. More than 1,000 miles of railroad and the population of more than 40,000 square miles of territory, can be supplied with fuel from this Company's mines far more readily and cheaply than from any other quarter.

This road is not under the necessity of creating a business for its own support; a present and most urgent demand exists for all the coal the Company can produce. The supply in the Company's mines awaiting the opening of the division now under construction is practically inexhaustible.

Every dollar realized from the bonds and from a large stock subscription, is expended upon the property.

The enterprise is in the hands of able and experienced men who will push it rapidly to completion. Twenty-five miles are now ready for the rails and the whole division between the Northwestern and Rock Island Roads, the opening of which will give an outlet to the coal from the Company's mines, will be completed by January 1, 1869.

The bonds are for sale at 95 per cent. of their par value at the office of the Company 12 Wall street New York.

H. H. Boody, Treasurer.

Ground was broken on the Atlantic and Pacific Railroad at Springfield, Mo., on the 4th inst., with imposing ceremonies. A large force has been placed at work on the road west of Springfield; also on the South Pacific road west of Little Piney. The enterprise will be pushed rapidly forward, with the view of connecting St. Louis and San Francisco by the thirty-fifth parallel route to Albuquerque beyond.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,675,139			Hartford and New Haven...100	\$3,000,000	J.A. & O	July '68 3	Portl., Saco & Portsmouth...100	\$1,500,000	J. & D.	Jun '68 3
Allegheny Valley.....50	1,498,400			Hannibal and St. Joseph...100	1,900,000			Providence & Worcester...100	1,800,000	J. & J.	July '68 4
Alton and St. Louis.....100	125,000	J. A. J&O	Oct. '67 14	Do. do pref.100	5,253,830			Raleigh and Gaston.....50	665,019		Jul. '68 3
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '68 3	Hanover Branch, Pa.....50	116,550	M. & N.	May '68 5	Rensselaer and Saratoga...100	800,000	A. & O.	Apr. '68 3
Atlantic & N. Carolina...100	5,645,225			Housatonic.....100	820,000			Richmond and Danville...100	2,000,000		
Atlantic & Gt. Western...50	11,522,150			" pref.....100	1,180,000	J. & J.	Jan. '68 4	Richmond and Petersburg...100	847,000		
" " " " " pref. 50	1,919,000			Hudson River.....100	18,937,100	A. & O.	Apr. '68 4	Bach, Fred. and Potomac...100	1,041,800		
Atlantic & St. Lawrence...100	2,494,900	J. & J.	Jul. '68 2	Hazleton.....50	50,615,000	May.	May '68 24	Rockport.....100	88,400		
Baltimore and Ohio...100	16,182,962	A. & O.	Apl. '68 4	Huntingdon & B'd Top...50	494,380			Rome, Water, and Og'n'bo...100	2,382,500	J. & J.	July '68 5
Bow Washington Br...100	2,660,000	A. & O.	Apl. '68 5	Illinoi Central.....100	20,586,450	F. & A.	Aug. '68 5	Rutland preferred.....100		F. & A.	A'g. '68 3
Baltimore City Passenger.....670,000				Indianapolis, Cin. & Lafay...50	1,889,900	M. & S.	Sep. '67 4	St. L. Alt. and T. Hante...100	2,800,000		
Bay de Noquet & Marq...100		A. & O.	Apl. '68 3	Jeffersonv. Mad. & Ind...100	2,000,000	J. & J.	Jan. '68 5	St. L. Jack'n'v. and Chic'o...100	1,469,429		
Bellevue Delaware.....100	997,112	F. & A.	Feb. '68 3	Joliet and Chicago...100	1,500,000	J.A. J&O	Apr. '68 12	Sandusky and Cincinnati...100	2,089,000		
Berkshire.....100	600,000	J. A. J&O	Jul. '68 12	Joliet & North, Indiana...100	300,000	J. & J.	Jan. '68 4	" " pref.100	398,073	M. & N.	Nov. '67 3
Bloomsburg & Corning...50	250,000	J. & D.	Dec. '67 22	Lackawanna & Blooms...50	1,325,000			Sand, Mans. and Newark...100	900,000		
Boston and Albany...100	18,725,000	J. & J.	Jul. '68 3	Leeds and Farmington.....50		J. & J.	Jul. '68 24	Saratoga and Hudson...100	1,020,000		
Boston and Chelsea.....100	110,000	A. & O.	Apl. '68 4	Lehigh and Mahanoy.....50	2,158,565	M. & N.	May '67 5	Saratoga and Whitehall...100	500,000	A. & O.	Apr. '68 3
Boston, Concord & Mont...100	459,000			Lehigh Valley.....50	10,734,100	J. A. J&O	Jul. '68 24	Savannah and Charleston...100	1,000,000		
Do. do pref.100	1,340,400	M. & N.	May '68 3	Lenigh Luzerne.....50	344,850	J. & J.	Jan. '68 4	Schuylkill and Susqueh'a...50	1,269,150		
Boston and Lowell...500	1,830,000	J. & D.	Jun. '68 4	Lexington & Frankfort...100	614,846	J. & D.	D'c. '67 45	Second and Third St. (Ph.)...50	203,757	J. & J.	Jul. '68 2
Boston and Maine.....100	4,076,974	J. & J.	July '68 5	Little Miami.....50	3,572,400	J. & J.	Jan. '68 24	Schuylkill Valley.....50	576,050	J. & J.	Jul. '68 24
Boston and Providence...100	3,860,000	J. & J.	July '68 4	Little Schuylkill...100	2,846,100	A. & O.	Apl. '68 3	Seaboard and Roanoke...100	868,200		
Broadway (Boston)...50	325,000	J. A. J&O	Apl. '68 2	Lomb. and S.uth St. (Ph.)...25	90,030	J. & J.	Jan. '68 2	Second Avenue (N. Y.)...100	670,000		
Broadway & 7th Av. (N. Y.)...200	2,100,000	J. & J.	Jui. '67 5	Long Island.....50	3,000,000	F. M. A. N.	Aug. '66 2	Sixth Avenue (N. Y.)...100	750,000	J. & J.	Oct. '66
Brooklyn City.....100	1,000,000	F. & A.	F'b. '68 2	Long Branch & Sea Shore...50	95,194			Somerville.....100	75,000	M. & N.	Nov. '68 3
Brooklyn City & Erie...100	399,800			Louisiv., Cin. and Lex. pr.100	48,638	J. & J.	Jul. '67 44	South Carolina.....100	2,819,275		
Buff., New York & Erie...100	850,000	M. & N.	May '67 3	Louisville and Frankfort...50	1,109,594	J. & J.	Jul. '67 44	South Western, Georgia...100	259,685		
Buffalo and State Line...100	2,200,000	F. & A.	Aug. '68 4	Louisiv., N. Alb. & Chicago...100	2,800,000	F. & A.	Feb. '68 4	Tennessee and Alabama...100	3,203,400	F. & A.	Feb. '68 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl. '68 4	Lowell and Lawrence...100	200,000	A. & O.	Apl. '68 3	Third Avenue (N. Y.)...100	1,000,000		
Camden and Amboy...100	684,200	F. & A.	Feb. '68 5	Macon and Bibb...100	1,500,000	M. & S.	Mar. '68 3	Thirteenth and Fif. (Ph.)...50	1,750,000	J. & J.	Jan. '68 8
Camden and Atlantic pref...50	600,000			Mill Creek and Minehill...50	323,375	J. & J.	Jul. '67 4	Tol., Peoria and Warasaw...100	1,650,000	J. & J.	Jun. '68 1
Cape Cod Branch.....60	721,928	J. & J.	Jul. '68 3	Millville and Glassboro...100	368,200	F. & A.	Aug. '67 6	Troy and Boston.....100	1,700,000		
Catawissa, pref.....50	1,180,000	M. & N.	May '68 3	Milw. & Prair. du Chien...50	" 1st pref 100			Troy and Greenbush...100	274,400	J. & D.	Jun. '67 3
Catawissa, pref.100	2,200,000	M. & N.	May '68 4	" 2d pref.100	3,082,000	Annual.	Feb. '68 8	Troy, Salem and Rut'd...100	800,000	A. & O.	Apr. '68 3
Cayuga & Susquehanna...50	589,110	J. & J.	Jul. '68 4	Milw. & St. Paul...100	1,014,000	J. & J.	Feb. '68 7	Union Transport (Bos.)...100	200,000		
Central of Georgia...100	4,666,300	J. A. J&O	Apl. '68 3	" " " " " pref.100	3,627,000	J. & J.	Jan. '68 3	Utica and Black River...100	291,475	J. & J.	Jul. '68 3
Central of New Jersey...100	12,768,000	J. A. J&O	Apl. '68 4	M. Hill & Schuyv. Haven...50	9,811,300	M. & N.	May '68 10	Vermont and Canada...100	534,400	J. & J.	Jan. '68 4
Central Ohio.....100	400,000	J. & J.	Jun. '68 3	Middlesex (Boston)...100	400,000	F. & A.	Feb. '68 5	Vermont Central.....100	2,250,000	J. & J.	Jun. '68 4
Do. pref.100	970,000			Mill Creek and Minehill...50	323,375	J. & J.	Jul. '67 4	Vermont and Massach'u.t's...100	8,000,000	J. & J.	Jun. '68 14
Con. Park, N. & E. River...100	1,201,000			Millville and Glassboro...100	368,200	F. & A.	Dec. '67 4	Vermont Valley.....100	516,164		
Charlotte & S. Carolina...100	1,200,000			" " " " " pref.100	3,082,000	F. & A.	Feb. '68 4	Virginia Central.....100	3,253,679		
Chemung.....100	380,000			Milw. & St. Paul...100	1,014,000	J. & J.	July '68 5	Virginia and Tennessee...100	3,452,815		
Chesire, preferred.....100	2,017,825			" " " " " pref.100	3,627,000	J. & J.	Jan. '68 3	Western Union.....100	2,687,237		
Chicago and Alton...100	8,888,643	M. & S.	Mar. '68 5	M. Hill & Schuyv. Haven...50	2,775,000	F. & A.	Aug. '68 5	West Jersey.....100	781,050		
Chicago, Burl. & Quincy...50	2,425,576	M. & S.	Mar. '68 5	Montgomery & W. Point...100	1,844,104	J. & J.	Jul. '67 4	West Philadelphia.....100	249,100	J. & J.	Jan. '68 5
Chicago, Burl. & Quincy...50	12,500,000	M. & S.	Mar. '68 5	Morris & Essex.....100	5,000,000	J. & D.	Dec. '67 4	Wilm. and Ma:chester...100	1,130,470		
Chicago, Gt. Eastern...100	4,390,000			Mt. Carbon & Pt. Carbon...50	2,822,350	J. & J.	July '68 5	Wilm. and Weldon...100	1,340,213		
Chicago, Iowa & Nebras...100	1,000,000			Nashua and Lowell...100	600,000	J. & J.	Jan. '68 3	Worcester and Nashua...76	1,141,000	J. & J.	Jun. '68 4
Chicago and Milwaukee...100	12,180,927			Nashville & Chattanooga...100	2,056,544	M. & N.	May '68 5				
Chicago & N. Western...100	12,994,719			Naugatuck.....100	1,100,000	F. & A.	Aug. '68 5				
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Oct. '67 5	New Bedford & Taunton...100	500,000	J. & J.	Jul. '67 4				
Cincinnati City Passenger...100	3,129,100	M. & N.	Jan. '68 2	New Haven & N. London...100	738,538	J. & J.	Jul. '67 4				
" Street.....100		J. & J.	Jan. '68 2	New Haven & Northampton...100	1,224,100	J. & J.	Jan. '68 3				
Cincinnati and Zanesville...50	1,600,250			New Jersey.....100	5,000,000	F. & A.	Feb. '68 5				
Citizens' Passenger (Phil.)...100	192,750	J. & J.	Jul. '68 2	New London Northern...100	895,000	M. & S.	Mar. '68 4				
Clev., Col., Cin. & Ind...100	6,000,000	F. & A.	A'g. '68 3	New York Central...100	26,530,000	F. & A.	Feb. '68 3				
Cleveland & Mahoning...50	2,044,600	M. & N.	Mar. '68 3	New York and Harlem...50	1,250,000	J. & J.	Jul. '67 4				
Clev., Painsv. & Ashta...100	5,000,000	J. & J.	Jul. '68 3	New York & New Haven...100	6,000,000	J. & J.	Jul. '67 4				
Cleveland and Pittsburgh...50	5,624,091	J. A. J&O	July '68 2	New York & New Haven...100	10,000,000	F. & A.	Feb. '68 5				
Cleveland and Toledo...50	4,841,600	J. & J.	Jul. '68 3	New York & New Haven...100	10,000,000	J. & J.	Jul. '67 4				
Col. & Indianapolis Can...100	4,000,000	J. A. J&O	Oct. '67 24	New York Northern...100	895,000	F. & A.	Feb. '68 3				
Columbus and Xenia...60	1,786,200	J. & J.	Jun. '68 4	New York Central...100	26,530,000	J. & J.	Jul. '67 4				
Concord.....50	1,500,000	M. & N.	May '68 5	New York and Harlem...50	1,250,000	J. & J.	Jul. '67 4				
Concord & Portsmouth...100	350,000	J. & D.	Jun. '68 3	" " " " " pref.100	1,500,000	J. & J.	Jul. '67 4				
Coney Island & Brooklyn...100	1,000,000			New York & New Haven...100	6,000,000	J. & J.	Jul. '67 4				
Conn. & Passump. Rivers...100	1,673,360	J. & J.	Jul. '68 3	New York & New Haven...100	6,000,000	F. & A.	Feb. '68 5				
Connecticut River.....100	1,650,000			New York Northern...100	895,000	M. & S.	Mar. '68 4				
Cumberland Valley.....50	3,136,900	A. & O.	Apl. '68 4	New York Central...100	26,530,000	J. & J.	Jul. '67 4				
Danbury and Norwalk...100	306,900			New York and Harlem...50	1,250,000	J. & J.	Jul. '67 4				
Dayton and Michigan...100	2,384,941			New York & New Haven...100	6,000,000	J. & J.	Jul. '67 4				
Delaware.....50	466,132	J. & J.	Jan. '68 3	New York Northern...100	895,000	F. & A.	Feb. '68 3				
Del., Lackaw. & Western...50	11,288,560	J. & J.	Jul. '68 3	New York Central...100	26,530,000	J. & J.	Jul. '67 4				
Des Moines Valley.....100	1,550,060			" " " " " pref.100	1,500,000	J. & J.	Jul. '67 4				
Detroit & Milwaukee...100	452,359			New York & New Haven...100	6,000,000	J. & J.	Jul. '67 4				
" " " " " pref.100	1,500,000			New York Northern...100	895,000	F. & A.	Feb. '68 3				
D. Dock, E. B'dw. & Bat...100	1,200,000			New York Central...100	26,530,000	J. & J.	Jul. '67 4				
Dubuque and Sioux City...100	1,878,641			" " " " " pref.100	1,500,000	J. & J.	Jul. '67 4				
Do. do pref.100	1,987,351			New York and Harlem...50	1,250,000	J. & J.	Jul. '67 4				
Eastern (Mass.).....100	3,878,304	J. & J.	July '68 4	New York & New Haven...100	6,000,000	J. & J.	Jul. '67 4				
Eastern (N. H.).....100	492,500	J. & J.	July '68 4	New York Northern...100	895,000	F. & A.	Feb. '68 3				
East Tenn. and Georgia...100	654,600			New York Central...100	26,530,000	J. & J.	Jul. '67 4				
East Tenn. and Virginia...100				" " " " " pref.100	1,500,000	J. & J.	Jul. '67 4				
Eighth Avenue (N. Y.)...100	1,000,000	J. A. J&									

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [----] "not ascertained."

Fiscal year ending.	Completed, equi- valent in single year.		Length in progress or projected.		Equip- ment.	Cars.	Companies.	Cost of Equipment.	Share Capital paid in	Indebted- ness.	Earnings.	Market Price.	PASSENGER RAILROAD BONDS.						
	No.	No.	No.	No.									No.	No.	No.	No.			
30 Nov. '67	3.53	—	—	—	MASSACHUSETTS.	—	—	—	—	—	—	—	—	Broadway (Brooklyn):	—	—			
30 Nov. '67	6.84	—	265	38	Boston and Chelsea	110,000	119,000	\$	\$	\$	\$	\$	27,500	7 J. & J.	1884	—			
30 Nov. '67	28.31	—	—	—	Broadway, Boston	402,468	325,000	64,336	187,427	29,460	9.5	584	500,000	7 J. & J.	1883	—			
30 Nov. '67	3.90	—	48	8	Cambridge	877,894	727,500	150,000	94	9.0	9.0	98	80,000	7 J. & J.	1883	—			
30 Nov. '67	12.50	—	196	32	Lowell (Horse)	66,908	55,530	1,086	27,268	5,538	—	—	35,000	7 J. & J.	1870	—			
0 Nov. '67	3.60	—	—	—	Lynn and Boston	269,426	200,000	50,000	48,934	154,987	loss	10	170,000	7 J. & J.	1872	—			
30 Nov. '67	3.08	—	—	—	Malden and Melrose	60,246	200,000	55,768	24,138	loss	—	254	200,000	7 J. & J.	1872	—			
30 Nov. '67	—	—	—	—	Marginal Freight	91,643	84,200	—	—	—	—	—	150,000	6 J. & J.	1883	59			
30 Nov. '67	42.99	—	791	106	Medford and Charlestown	38,600	21,000	8,000	23,442	2,240	50	25	56,000	7 J. & J.	1874	—			
Nov. '67	7.21	—	254	42	Metropolitan (Boston)	1,523,225	1,250,000	183,198	726,709	129,635	10	68	55,000	7 J. & J.	1884	—			
Nov. '67	3.25	—	23	7	Middlesex (Boston)	499,685	400,000	41,539	79,694	185,085	10,087	50	5,500	7 J. & J.	1870	—			
Nov. '67	2.18	—	6	2	Northampton & Willams.	300,000	300,000	—	2,518	14,273	1,125	—	148,000	7 J. & J.	1873	—			
Nov. '67	4.45	—	55	9	North Woburn street	27,242	17,300	—	15,500	366	loss	—	6,500	7 J. & J.	1874	—			
Nov. '67	7.10	—	50	17	Quincy	136,540	71,500	68,424	57,592	28,226	loss	—	—	—	—	—			
Nov. '67	3.74	—	—	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss	—	—	—	—	—			
Nov. '67	2.51	—	12	3	Somerville	75,000	75,000	—	—	4,500	4,500	6	394	5,500	7 J. & J.	1874	—		
Nov. '67	6.84	—	440	68	Suburban	37,300	33,000	—	—	8,589	89	—	—	56,300	7 J. & J.	1870	—		
Nov. '67	2.76	—	44	9	Union (Transportation)	95,000	5,000	—	(In Mal. & Mel. rose,)	368,351	13,015	6	85	148,000	7 J. & J.	1873	—		
Nov. '67	4.06	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—	—	—	—		
31 Jan. '68	3.0	45	7	—	Worcester	89,578	75,500	72,000	26,000	—	—	—	—	—	—	—	—		
31 Dec. '67	8.5	—	11	3	CONNECTICUT.	100,000	100,000	—	—	—	—	8	—	—	—	—	—	—	
31 Jan. '64	3.0	45	7	—	Fairhaven and Westville	300,000	300,000	—	—	—	—	—	—	—	—	—	—	—	
31 Dec. '62	8.5	—	11	3	Hartford and Wethersfield	—	—	—	—	—	—	—	—	—	—	—	—	—	
NEW YORK.	—	—	—	—	Albany	139,414	98,000	40,000	44,749	71,861	15,878	100	—	—	—	—	—	—	
30 Sep. '67	7.37	—	87	6	Bleeker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	66,543	100	—	550,000	7 J. & J.	1874	—		
30 Sep. '67	—	—	63	—	Broadway (Brooklyn)	266,561	200,000	35,000	10,015	107,736	28,744	8	100	160,000	7 J. & J.	1870	—		
30 Sep. '67	1.71	—	103	—	Broadway & 7th Ave., N. Y.	503,818	2,100,000	150,000	—	687,438	253,214	34	100	127,150	7 J. & J.	1873	—		
30 Sep. '67	15.0	—	17	—	Brooklyn, Bath & Coney Is'd	166,259	99,850	80,000	85,172	27,253	3,904	100	134,500	7 J. & J.	1874	—			
30 Sep. '67	8.00	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131,129	105,907	12	100	200,000	7 J. & J.	1869	107		
30 Sep. '67	7.07	—	49	—	Brooklyn City & Rock. B'w	533,340	400,000	200,000	20,587	129,126	14,852	100	—	50,000	7 J. & J.	1874	—		
30 Sep. '67	11.00	—	14	—	Brooklyn City & Rock. B'w	125,586	107,700	45,000	—	16,085	6,352	100	—	—	—	—	—	—	
30 Sep. '67	—	—	57	—	Brooklyn Central & Jamaica	966,783	488,100	498,810	47,303	192,290	9,470	100	—	—	—	—	—	—	
30 Sep. '67	8.15	—	—	—	Buffalo Street	184,357	50,000	50,000	10,500	76,683	24,455	100	—	—	—	—	—	—	
30 Sep. '67	1.76	—	121	14	Central City (Syracuse)	2,629,963	1,031,500	550,000	54,827	531,915	16,285	84	100	350,000	7 J. & J.	1869	—		
30 Sep. '67	24.00	—	14	—	Coney Island & Brooklyn	446,672	500,000	141,000	47,727	118,307	226	100	—	100,000	7 J. & J.	1870	93		
30 Sep. '67	14.82	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,582	88,310	5	100	58,727	6	1880	91		
30 Sep. '67	22.08	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	192,574	139,095	12	100	124,000	7 J. & J.	—	—		
30 Sep. '67	18.00	—	49	—	42d st. & Grand st. Ferry	1,041,204	748,000	260,000	—	300,96	64,714	5	100	112,000	7	1871	—		
30 Sep. '67	10.24	—	41	—	Gran st. & Newtown (W'g)	172,000	170,000	38,000	5,000	74,420	18,793	94	100	—	—	—	—	—	
30 Sep. '67	5.50	—	30	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	100	—	—	—	—	—	—	
30 Sep. '67	3.00	—	21	3	Greenpoint & Williamsburg	144,000	44,390	100,000	3,900	—	—	—	183,000	7 J. & J.	1869	—			
30 Sep. '67	8.36	—	21	2	Harlem Br. Morris & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	100	—	—	—	—	—	—	
30 Sep. '67	10.60	—	17	—	K'ngston and Rondout	78,510	75,000	—	—	27,000	1,520	100	—	60,000	7 M. & S.	1872	—		
30 Sep. '67	3.56	—	17	—	Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000	100	—	50,000	6 J. & J.	71-72	91		
30 Sep. '67	7.00	—	38	—	Ninth Avenue	466,295	737,320	187,000	—	92,671	16,881	100	—	—	—	—	—	—	
30 Sep. '67	6.76	—	18	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,370	3,345	100	—	—	—	—	—	—	
30 Sep. '67	10.00	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	45,258	1,501	100	—	—	—	—	—	—	
30 Sep. '67	16.00	—	41	—	Second Avenue (N. Y.)	1,416,512	800,000	100,000	137,690	158,945	9,470	100	—	—	—	—	—	—	
30 Sep. '67	8.37	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	—	—	—	—	—	—
30 Sep. '67	5.33	—	25	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	—	—	—	—	—	—	
30 Sep. '67	—	—	25	—	Syracuse and Geddes	25,038	25,000	—	—	13,075	5,046	20	100	—	—	—	—	—	
30 Sep. '67	2.07	—	30	—	Syracuse and Onondaga	31,000	31,000	—	—	6,596	1,176	5	100	—	—	—	—	—	
30 Sep. '67	4.37	—	180	—	Third Avenue (N. Y.)	2,453,404	1,700,000	50,000	1,189,495	223,222	122,222	12	100	—	—	—	—	—	—
30 Sep. '67	18.00	—	301	268	Troy and Albra	71,952	44,150	19,000	11,238	12,446	2,140	100	—	—	—	—	—	—	—
30 Sep. '67	3.33	—	302	172	Utica and Waterville	87,000	75,000	12,000	1,534	17,395	2,264	100	—	—	—	—	—	—	—
30 Sep. '67	15.50	—	4	—	V. Brunt st. & Erie Bas'n (Bk'n)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	—	—	—	—	—	—
30 Sep. '67	2.25	—	58	—	Westervelt (Albany)	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Dec. '62	7.52	—	7	—	NEW JERSEY.	32,000	30,000	—	2,000	17,228	9,886	3	—	—	—	—	—	—	—
31 Dec. '62	5.05	2.50	8	—	Hoboken and Hudson City	134,400	70,000	60,000	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '62	10.47	—	150	22	Jersey City & Bergen Point	618,296	287,550	300,000	30,750	124,679	30,566	50	—	—	—	—	—	—	—
31 Dec. '62	17.00	—	150	22	Orange and Newark	100,000	40,000	60,000	—	—	—	—	—						

NATIONAL AND STATE SECURITIES.

RAILROAD EARNINGS—MONTHLY.

Atlantic and Great Western :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total	
1864	150,718	184,438	166,493	194,992	200,907	265,622	295,512	366,408	401,103	367,238	368,344	328,828	3,236,492	
1865	259,445	247,211	452,340	355,045	472,493	410,800	498,882	596,584	641,481	675,446	634,243	576,365	5,825,335	
1866	475,641	433,279	386,991	412,521	404,507	493,243	496,898	568,580	533,180	599,070	471,056	388,573	5,696,119	
1867	377,852	380,190	489,555	407,018	465,102	388,396	400,560	461,879	483,177	488,917	474,134	360,641	5,167,371	
1868	404,487	393,251	408,847	388,654	355,447	352,169	—	—	—	—	—	—	—	
Chicago and Alton :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total	
1864	109,850	101,355	104,372	122,084	122,301	146,542	149,187	157,948	170,044	170,910	156,869	163,294	1,673,706	
1865	100,991	154,418	196,803	162,723	178,786	206,090	224,257	312,166	384,554	320,879	307,803	262,015	2,770,484	
1866	280,508	276,288	299,063	258,480	322,278	356,270	385,985	409,261	401,280	387,966	307,919	226,824	3,440,092	
1867	226,158	222,241	290,111	260,249	329,851	371,544	321,597	387,269	322,638	380,222	322,080	271,247	3,695,153	
1868	343,787	157,832	236,961	282,165	335,510	542,358	354,244	416,982	408,999	426,752	359,102	330,169	3,892,861	
Chicago, Rock Island and Pacific :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total	
1864	140,024	130,225	122,512	126,798	144,996	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,969,267	
1865	158,736	175,482	243,150	186,013	198,679	243,178	224,980	307,874	375,860	324,965	336,617	321,037	3,065,470	
1866	306,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,459	307,523	270,073	291,779	3,813,514	
1867	241,396	183,285	257,230	209,099	277,506	306,698	278,926	317,977	400,941	428,474	345,028	260,268	3,466,922	
1868	292,047	224,621	272,454	280,238	251,916	261,488	274,800	404,600	566,403	558,200	415,400	351,600	4,153,912	
Chicago and Northwestern :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total	
1863	—	—	—	—	—	—	—	—	—	—	—	—	—	
1864	278,876	317,839	390,355	421,363	466,380	566,145	480,710	619,306	669,606	729,759	716,378	565,400	6,111,566	
1865	641,005	482,164	499,298	468,558	585,623	747,947	702,691	767,708	946,707	932,685	754,671	547,812	7,976,490	
1866	523,568	390,917	526,745	587,519	858,948	926,985	805,624	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430	
1867	696,147	574,664	765,398	774,279	895,712	894,367	800,325	1,038,824	1,451,284	1,508,583	1,210,387	918,088	11,532,348	
1868	741,926	808,787	856,611	1,068,969	1,206,796	1,167,544	—	—	—	—	—	—	—	
Des Moines Valley :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total	
1866	40,129	29,102	37,501	39,800	40,458	39,630	41,212	43,580	65,035	80,588	72,140	50,298	880,371	
1867	49,694	36,098	56,859	59,196	61,447	63,999	53,683	69,018	71,113	81,076	51,956	736,606	—	
Erie :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total	
1863	845,695	839,949	966,445	948,059	848,783	770,148	731,243	687,092	816,901	965,294	1,024,849	1,036,321	10,466,481	
1864	984,837	934,133	1,114,508	1,099,507	1,072,288	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,900	1,234,217	13,429,043	
1865	1,001,007	947,146	1,266,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,622,472	1,429,766	16,434,775	
1866	including Buffalo Division.	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,836	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,566,413
1867	including Buffalo Division	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,581	1,041,546	14,139,300
1868	1,081,320	—	—	—	—	—	—	—	—	—	—	—	—	
Illinois Central :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total	
1863	299,944	271,085	276,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,631	4,571,028	
1864	327,900	416,588	459,762	422,797	466,372	510,100	428,578	640,170	709,236	661,391	657,141	603,407	6,329,447	
1865	571,536	528,972	616,666	606,600	460,573	617,682	578,403	7,469	739,726	641,589	643,887	518,088	7,181,208	
1866	603,053	506,266	505,466	411,606	569,250	567,679	480,626	578,263	571,348	661,971	588,219	504,066	6,546,741	
1867	647,120	524,871	417,071	440,211	472,077	516,493	525,242	709,327	788,530	823,901	727,810	613,329	7,160,992	
1868	519,855	488,089	409,649	467,764	496,666	543,019	—	—	—	—	—	—	—	
Marietta and Cincinnati :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total	
1864	96,672	87,791	93,768	78,807	76,248	107,526	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058	
1865	90,411	85,447	84,861	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,932	123,862	1,201,239	
1866	94,136	78,976	92,910	92,768	90,526	96,555	106,594	114,713	121,217	142,823	132,387	123,383	1,286,971	
1867	92,433	81,529	98,482	108,461	95,416	96,924	—	—	—	—	—	—	—	
Michigan Southern & Northern Indiana :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total	
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	832,260	348,048	3,302,543	
1864	266,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,984	411,800	4,120,162	
1865	368,998	366,361	413,974	366,180	361,489	387,096	301,613	418,575	456,808	524,760	495,072	351,799	4,826,727	
1866	312,846	271,234	412,716	418,970	418,214	384,884	388,858	384,401	429,177	496,665	429,646	382,318	4,650,328	
1867	305,857	311,083	395,372	409,243	357,749	307,963	313,130	393,993	484,318	482,388	630,871	429,786	3,800,084	
1868	362,021	338,335	381,497	455,983	400,486	363,550	—	—	—	—	—	—	—	
Michigan Central :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total	
1863	242,073	245,858	236,432	238,496	236,453	208,221	193,328	215,449	308,188	375,488	339,794	300,186	3,168,056	
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946	
1865	306,324	279,137	344,223	237,241	401,456	366,603	329,106	413,601	476,631	490,694	447,610	329,870	4,520,550	
1866	282,439	265,796	337,158	343,737	366,196	328,083	324,986	369,646	429,181	493,640	414,604	308,669	4,280,116	
1867	304,099	283,661	375,210	362,788	333,952	284,977	313,021	393,993	484,778	461,778	362,296	330,375	4,371,073	
1868	343,116	304,315	326,880	415,758	369,236	325,511	—	—	—	—	—	—	—	
Milwaukee and St. Paul :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total	
1867	319,763	240,755	261,113	316,268	401,900	269,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,883,608	
1868	368,487	350,884	333,281	426,329	565,718	458,094	—	—	—	—	—	—	—	
New York Central :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total	
1862	749,163	631,956	710,514	770,223	736,114	610,417	749,571	762,841	892,744	1,018,375	968,228	1,002,768	9,693,244	
1863	920,272	790,167	867,590	893,397	839,126	841,165	818,512	840,450	1,079,561	1,041,522	1,045,401	1,157,818	11,069,853	
1864	921,831	936,988	595,023	1,106,664	1,004,485	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709	
1865	957,669	613,381	956,659	1,346,134	1,255,521	1,132,701	1,162,401	1,495,752	1,524,839	1,486,356	1,117,865	14,575,128	—	
1866	1,083,320	895,887												

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.			Due.	Price.	Description.	Amount.	Interest.			Due.	Price.
		When payable.	Where payable.	Price.					When payable.	Where payable.			
Alabama and Florida:							Chicago and Milwaukee:	1,726,000	7 Jan. & July.	New York.	1898	91	
Mortgage	\$300,000	7			1887		1st General Mort.	5,000,000	7 Apr. & Oct.	New York.	1895	79	
Convent. (guar. by Dir.)	150,000	7			1863		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	1,397,000	7 Jan. & July.	New York.	1870	99	
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:	6,699,000	7 Jan. & July.	New York.	1896	93	
2d Mortgage	226,705	8			1864		1st Mortgage	1,250,000	7 Feb. & Aug.	New York	1885	99	
Albany and Susquehanna:							1st Mort. (C. R. I. & Pa.)	3,600,000	7 " "	New York	1885	97	
Mortgage	2,114,000	7	April & Oct.	Albany.	1883		Preferred Sinking Fund	756,000	7 May & Nov.		1883	95	
Allegheny Valley:	398,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	3,040,000	7 F. M. A. & N.		1915	94	
Atlantic and Gt. Western:							Funded Coupon Bonds	165,000	7 Apr. & Oct.		1874	76	
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879		Consolidated Sinking Fund	2,200,000	10 May & Nov.		1858	92	
2d Mortgage	774,700	7	April & Oct.	"	1881		Equipment Bonds	184,000	7 Feb. & Aug.		1886	75	
1st Mortgage, Penn.	2,324,800	7	" "		1877		Appleton Extension Bonds	300,000	7 " "				
2d Mortgage	913,500	7	Jan. & July.	"	1882		Green Bay Extension Bonds	200,000	8 Jan. & July.				
1st Mortgage, Franklin Branch	3,319,000	7	June & Dec.	New York.	1876		Flagg Trust Bonds	500,000	7 May & Nov.	New York.	1880	90	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	"	1883		Cincinnati, Hamilton and Dayton:	1,250,000	7 May & Nov.	New York.	1877	91	
2d Mortgage	2,880,000	5	Jan. & July.	"	1884		2d Mortgage	500,000	8 " "	New York.	1893	91	
1st Mortgage, Buffalo Extension	1,492,000	7	Feb. & Aug.	"	1884		3d Mortgage	1,300,000	7 May & Nov.	New York.	1873	91	
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1884		Cincinnati, and Zanesville:	550,000	7 Feb. & Aug.	New York.	1876	91	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890		1st Mortgage	587,000	8 March & Sept.	New York.	1892	91	
Atlantic and St. Lawrence:							2d Mortgage	105,000	7 April & Oct.				
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866		3d Mortgage	1,130,000	7 March & Sept.	New York.	1873	95	
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1873		2d Mort. (M. L.) or 1st Extension	1,605,000	7 May & Nov.	New York.	1875	93	
City of Portland Loan (Coupon)	1,000,000	6	Various.	N.Y., P. & B.	68-70		3d Mort. (M. L.) or 2d Extension	1,106,484	8 Jan. & July.	"	1900	92	
Baltimore and Ohio:							4th Mort. (M. L.) or 3d Extension	135,000	7 May & Nov.				
Maryland Sterling Bds of 1833.	3,000,000	5	Ja. Ap. Ju.Oc.	London.	1838		Consol. S. F. mort. (\$5,000,000)	425,000	7 Jan. & July.	New York.	68-85	—	
Mortgage Coupon	1,744,500	6	April & Oct.	Baltimore.	1856		Clev. Painesville and Ashtabula:	27,000	7 April & Oct.	New York.	1867	—	
" "	602,000	6	Jan. & July.	"	1850		Special (Sunbury and Erie)	126,000	7 June & Dec.	"	1872	—	
" "	894,260	6	Jan. & July.	"	1856		2d Mortgage	692,000	7 April & Oct.	"	1886	91	
" "	821,281	6	Ja. Ap. Ju.Oc.	"	1867		3d Mortgage	2,021,000	7 Jan. & July.	"	1885	101	
5,000,000	6	Jan. & July.	"	1890		Cleveland and Pittsburg:	3,200,000	7 Jan. & July.	New York.	1890	96		
Balt. City Loan of 1855							1st Mort. (M. L.) or 1st Extension	1,000,000	7 May & Nov.	"	1875	93	
Bay de Noquet and Marquette:	100,000	8	April & Oct.	Boston.	1870		3d Mort. (M. L.) or 2d Extension	1,106,484	8 Jan. & July.	"	1902	71	
Income							4th Mort. (M. L.) or 3d Extension	135,000	7 May & Nov.				
Bellefontaine and Indiana:	1,225,000	7	Jan. & July.	New York.	70-90		Consol. S. F. mort. (\$5,000,000)	425,000	7 Jan. & July.	New York.	68-85	—	
1st Mortgage extended	433,000	7	" "	"	824		Clev. Columbus and Cin.:	3,200,000	7 Jan. & July.	New York.	1873	96	
2d Mortgage	87,000				1870		1st Mortgage, Coupon	1,000,000	7 Jan. & July.	"	1892	—	
Belvidere Delaware:							2d Mortgage	425,000	7 Jan. & July.	New York.	1878	96	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867		3d Mortgage	161,000	8 April & Oct.	Philadelphia.	1904	105	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1886		4th Mortgage	109,500	8 " "	"	1904	—	
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877		Columbus and Indiana Central:	2,589,000	7 Jan. & July.	New York.	1867	93	
Boston Concord and Montreal:							1st mortgage	642,000	7 " "	"	1881	87	
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865		2d mortgage	160,500	7 " "	"			
1st Mortgage	300,000	7	" "	New York.	1866		Columbus and Xenia:	280,000	7 March & Sept.	Columbus.	1890	—	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870		Mortgage	250,000	6 March & Sept.	Boston.	1878	96	
3d Mortgage Coupons	250,000	7	" "	New York.	1870		Connecticut River:	513,800	6 June & Dec.	Boston.	1870	95	
Sinking Fund	336,000	6	" "	Boston.	1889		1st Mortgage	1,000,000	6 June & Dec.	"			
Boston and Lowell:							2d Mortgage	161,000	8 April & Oct.	Philadelphia.	1871	97	
Mortgage	440,000	6	Jan. & July.	Boston.	1873		3d Mortgage	109,500	8 " "	"	1875	99	
Buffalo, Bradford and Pittsburg:	200,000	6	April & Oct.	"	1879		4th Mortgage	2,589,000	7 Jan. & July.	New York.	1867	93	
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886		Cumberland Valley:	642,000	7 " "	"	1881	87	
Buffalo, New York and Erie:							1st Mortgage	160,500	7 Jan. & July.	New York.	1867	93	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877		2d Mortgage	160,500	7 " "	"	1881	87	
2d Mortgage coupon	280,000	7	May & Nov.	"	1872		Dayton and Michigan:	1,222,500	7 April & Oct.	"	1871	97	
Buffalo and State Line:							1st Mortgage	1,608,000	7 March & Sept.	"	1881	99	
1st Mortgage	500,000	7	April & Oct.	New York.	1866		2d Mortgage	2,310,000	8 April & Oct.	New York.	1877	97	
Income (\$ in '59, \$ in '72)	149,000	7	Jan. & July.	"	1870		3d Mortgage	462,000	7 Jan. & July.	"	1884	80	
Special Erie and North-East							Dayton and Western:	280,000	7 March & Sept.	New York.	1882	50	
Burlington and Missouri:							1st Mortgage	250,000	7 June & Dec.	"	40	—	
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870		2d Mortgage	500,000	8 Jan. & July.	Philadelphia.	1875	91	
Convertible bonds	800,000	7	Jan. & July.	"	1870		3d Mortgage	100,000	8 " "	"	1875	—	
Old Road bonds	121,160	7					4th Mortgage (G. W. R. R.)	170,000	8 " "	"	1876	—	
Camden and Amboy:							Construction bonds, 2d Div'n	572,000	7 Jan. & July.	New York.	1871	97	
English debt (S. F.) \$380,550	1,841,862	6	Semi-annual.	London.	1880		1st Mort. (S. F.) coupon 1st Div.	1,222,500	7 April & Oct.	"	1875	99	
American Loan	3,235	6	"	New York.	1864		2d Mort. (S. F.) coupon 1st Div.	1,608,000	7 March & Sept.	"	1881	99	
Loan for \$500,000	210,600	6	"	"	1867		3d Mort. (S. F.) coupon 1st Div.	2,310,000	8 April & Oct.	New York.	1877	97	
" " \$500,000	328,040	6	"	"	1870		4th Mort. (S. F.) coupon 1st Div.	500,000	8 " "	"	1883	—	
" " \$675,000	675,000	6	April & Oct.	"	1876		Construction bonds, 2d Div'n	420,000	5 Jan. & July.	London.	1872	—	
" " \$1,700,000	1,700,000	6	Feb. & Aug.	"	1883		3d Mortgage (convertible)	739,200	6 Feb. & Aug.	Boston,	1874	97	
" " \$2,500,000	867,300	6	May & Nov.	"	1889		1st M. (State) \$75,000 a yr after 64	425,000	5 Ja. Ap. Ju.Oc.	"	66-71	—	
Consolid. Mort. Loan \$5,000,000	4,437,300	6	June & Dec.	"	1889		Essex Railroad Bonds	214,400	6 " "		1876	—	
Camden and Atlantic:							East Tennessee and Georgia:	139,480	—				
1st Mortgage Coupon	490,000	7	Jan. & July.	Cooper's Point.	1872		Endorsed by State of Tennessee	780,490	—				
2d Mortgage	498,000	7	April & Oct.	"	1879		Mortgage (ordinary)	1,399,000	6 " "				
Watervliet:							East Tennessee and Virginia:	1,399,000	6 " "				
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		State of Tennessee Bonds	186,000	—				
Central of New Jersey:							1st Mortgage (after State)	74,000	—				
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870		2d Mortgage bonds	14,000	—				
2d Mortgage	600,000	7	May & Nov.	"	1875		3d Mortgage	1,000,000	7 Jan. & July.	Philadelphia.	1880	98	
Central Ohio:							4th Mortgage bonds	150,000	7 Feb. & Aug.	"	1881	99	
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1890		Emmire and Williamport:	1,000,000	7 Jan. & July.	Philadelphia.	1880	98	
1st Mortgage R Div.	800,000	7	Feb. & Aug.	"	1885		Five per cent bonds	570,000	6 April & Oct.	"	66	—	
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1886		Erie and North-East:	149,000	7 Jan. & July.	New York.	61-70	—	
3d Mortgage (S. F.)	950,000	7	" "	"	1886		Exchanged for Buff. and St. L.	1,090,000	7 May & Nov.	"	1889	—	
4th Mortgage (S. F.)	1,266,800	7	" "	"	1887		Evansville and Crawfordsville:	150,000	7 Feb. & Aug.	"	1881	99	
Income	1,192,200	7	Jan. & July.	"	1875-80		Mortgage Bonds	1,655,000	7 " "				
Central Pacific of California:							Mortgage Bonds	1,655,000	8 " "				
1st Mortgage	7,826,000	6	Jan. & July.	New York.	1898		Florida:	1,655,000	8 " "				
Convertible bonds	1,500,000	7	" "	"	1883		Internal Improvement (State)	1,655,000	8 " "				
Qeshire:							Free Land, 2d Mortgage	1,655,000	8 " "				
Bonds of '75, '77, '80	678,200	6	Jan. & July.	Boston.	75-80								
Chicago, Burlington & Quincy:													
Treat Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883								
" " " inconvertible	2,123,000	8	" "	"	1883								
Plein Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	"	1890								

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Price.	Description.	Amount	Interest	Interest.				Description.	Amount	Interest	Interest.				Price.				
				When payable.	Where payable.	Due.	Price.				When payable.	Where payable.	Due.	Price.					
											When payable.	Where payable.	Due.	Price.					
91	Florida, Atlantic and Gulf Central: Internal Improvement (State) - Free Land, 2d Mortgage	\$300,000	7			1891		Memphis and Charleston State (Tenn.) Loan	\$1,595,530	6	Jan. & July.	New York.	1892						
70		200,000	8			1891		1st Mortgage	1,254,000	7	May & N. Y.	"	1890						
99	Galena and Chicago Union: 1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	100	2d Mortgage	1,000,000	7	Jan. & July.	"	1888	70					
98	2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	"	1875	96	Michigan Central: 1st Mortgage sterling	467,489	6	Jan. & July.	London	1872						
94	Elgin and State Line	189,000	7	Jan. & July.	"	1879		1st Mortgage \$1'g (convertible)	500,000	8	March & Sept.	"	1869						
95	Mississippi River Bridge	200,000	7	Jan. & July.	"	1884		1st Mortgage (convert.) Dollar	1,771,000	8	"	N.Y. & Boston	1869	110					
94	Great Western, Ill.: 1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	102	1st Mortgage (S. F.) convertible	293,000	8	April & Oct.	"	1862	36					
93	" Eastern "	45,000	7	Feb. & Aug.	"	1888		Mich. Southern and N'n Indiana: Northern Indiana, 1st	4,231,500	8	"	"	1882	116					
94	1st Mortgage whole line	2,500,000	7	"	"	1888	88	Goshen Air Line	637,000	7	Feb. & Aug.	"	1868	97					
71	2d Mortgage "	2,500,000	7	May & Nov.	"	1893	76	Detroit and Toledo	924,000	7	"	"	1870	95					
72	Hammond and St. Joseph: Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	1878-79	914	1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	"	1868	102					
75	Land Security	3,344,600	7	April & Oct.	"	1881	96	2d General Mortgage	2,693,500	7	"	"	1877	96					
77	Convertible Bonds	822,000	7	Jan. & July.	"	1883	98	Milwaukee and St. Paul: 1st Mortgage	4,593,000	7	Jan. & July.	New York.	1868	93					
90	Harrisburg and Lancaster: New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	89	2d Mortgage	1,500,500	7	April & Oct.	"	1864	89					
77	Hartford and New Haven: 1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	90	Real Estate Purchase	135,500				1874						
91	Houstonian:	202,500	6	Jan. & July.	Bridgeport.	1877		Milwaukee and Prairie du Chien: 1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89					
93	Houston and Texas Central: State (1st Lien) Loan	210,000						Minnesota and Pacific: Real Estate	1,200,000	7	Jan. & July.	"	1892	61					
100	Hudson River: 1st Mortgage	125,000	7			1866		Mississippi Central: 1st Mortgage	1,246,000	7	May & Nov.	New York.							
92	2d Mortgage (S. F.)	4,000,000	7	Feb. & Aug.	New York.	1869-70	1024	2d Mortgage	1,517,500	8	Feb. & Aug.	"							
92	2d Mortgage	2,000,000	7	June & Dec.	"	1886	102	Mississippi and Missouri: 1st Mortgage (convertible)	1,000,000	7		New York.							
95	Convertible	1,840,000	7	May & Nov.	"	1875	101	2d Mortgage (S. F.)	400,000	8		"							
93	Illinois Central: Optional Right Bonds	1,002,000	7	"	"	1887	100	1st Land Grant	3,612,000	7		"							
92	Construction	26,000	7	Jan. & July.	New York.	1868		Mississippi and Tennessee: Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885						
92	Construction	5,090,500	7	April & Oct.	London.	1875		1st Mortgage	600,000	6	"	"	1876						
86	Redemption bonds	2,499,000	6	"	New York.	1875	120	Income Bonds	297,500	10	"	Memphis.	1870						
92	Sterling Redemption bonds	2,563,000	6	"	"	1890		Mobile and Ohio: Tennessee State Bonds	1,009,100	6	Jan. & July.	New York.	1882						
92	Illinois and Southern Iowa: 1st Mortgage	363,000	7	"	London.	1875		Sterling (1st mort.) Bonds	4,187,000	6	"	London.							
91	Indiana Central: 2d Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74	Bonds	100,000	6	Jan. & July.	Mobile.	1861						
101	Indianapolis and Cincinnati: 1st Mortgage	264,000	10	Jan. & July.	New York.	1870	100	Bonds	299,200	8	"	"	1876						
91	Ind., Pittsburgh and Cleveland: 1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91	1st Mortgage of 1841	146,200	8	"	N. Y. & Mob.	1861						
91	2d Mortgage	650,000	7	Jan. & July.	New York.	1870		" 1862-67	625,700	8	"	Mobile.	182-66						
91	Indianapolis and Madison: Mortgage	347,000	7	"	"			ten years	76,342	8	"	"							
96	Jeffersonville: 1st Mortgage	840,000	7	May & Nov.	New York.	1881	85	Mongomery and West Point: Mortgage (due 1863 and '65)	30,500	6			63-65						
96	2d Mortgage	187,000	7	March & Sept.	New York.	1861	85	Mortgage	61,500	8									
96	Joliet and Chicago: 1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101	Bonds	100,000	6	Jan. & July.								
96	Joliet and N. Indiana: 1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874		Bonds	299,200	8	"								
91	Kennebec and Portland: 1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870		1st Mortgage	249,000	7									
91	2d Mortgage	230,000	6	"	Augusta.	1861		Naugatuck: 1st Mortgage conv.	224,000	7	Jan. & July.	Bridgeport.	1878						
60	Kentucky Centr. (Cov. and Lex.) 1st Mortgage	160,000	6					1st Mortgage	500,000	7	May & Nov.	New York.	1915	100					
49	1st Mortgage	260,000	7					2d Mortgage	1,500,000	7	Feb. & Aug.	"	90						
91	2d Mortgage (convertible)	1,006,000	7					Muscogee: 1st Mortgage	2,235,000	6									
91	Lehigh Valley: 1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95	Nashville and Chattanooga: Mortgage (State endorsed)	1,500,000										
91	La Crosse and Milwaukee: 1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872		Naugatuck: 1st Mortgage	249,000	7									
91	Lackawanna and Bloomsburg: 1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881		1st Mortgage and Salem: 1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869						
91	Lexington and Frankfort: Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	1869-74		1st Mortgage (H. & Hamp.)	103,000	6		New Haven.	1878						
97	Little Miami: Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100	New Jersey: Company's (various)	350,000	6	Semi-ann'yly.	New York.	var.						
90	Long Island: State Loan (S. F.)	100,000	6	Jan. & July.	New York.	1876	92	New London Northern: 1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100					
81	1st Mortgage	500,000	6	"	"	1870		Extension Bonds	72,800	6	March & Sept.	"	1885						
91	Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	"	1890		N. Or'ns, Jackson and Gt. North: 1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886						
91	Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	"	1893		2d Mortgage Bonus	241,000										
88	Long Dock Co.: Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98	N. Orleans, Opelousas, and Gt. West: Louisiana State Loan	665,000	6									
91	Louisville and Frankfort: Louisville Loan	100,000	6	Jan. & July.	New York.	1881		New Orleans City Subscription	1,500,000	5									
91	1st Mortgage	120,000	6	"	"	"		1st Mort. Construction	1,730,600	8									
91	Louisville and Nashville: 1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	1868-77		New York Central: Premium (S. F.) Bonds	6,189,954	6	May & Nov.	New York.	1883	96					
91	Lebanon Branch 1st Mortgage	600,000	7			" 80-85		Funding (S. F.) Bonds	1,514,000	7	Feb. & Aug.	"	1876	104					
91	Memphis Branch 1st Mortgage	267,000	7			" 70-75		Exchanged St'ks (S. F.) Bds.	504,000	6	May & Nov.	"	1883						
91	Bardstown and Louisville	30,000	7			" 86-87		Real Estate (S. F.) Bonds	77,000	6	"	"	1883						
91	City of Louisville bonds	1,074,000						Real Estate Bonds & Mortgages	165,000	6	"	"	1883						
91	Louisville, Cin. and Lexington: 1st Mort. (\$3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36	Bonds of Aug. 1859, Convertible Bonds of Oct. 1863, (S. F.)	131,816	7	var.	"	1883						
91	Maine Central: Loan \$1,100,000	1,092,900	6					453,000	6	Feb. & Aug.	"	1876	133						
91	Loan \$400,000	314,100	6					2,900,000	6	June & Dec.	"	1887	94						
98	McMinnville and Manchester: State (Tenn.)	372,000	6					1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104					
90	Mortgage	24,000	7					2d Mortgage	4,000,000	7	March & Sept.	"	1879	102					
91	Marietta and Cincinnati: 1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	94	3d Mortgage	6,000,000	7	"	"	1883	98					
91	1st Mortgage Sterling	1,000,000	7	"	"	1891	70	4th Mortgage	4,411,000	7	April & Oct.	"	1880	93					
91	2d Mortgage	500,000	7	May & Nov.	"	1888		5th Mortgage	926,500	7	June & Dec.	"	1883	90					
91	Scioto & Hocking Val. R. mort.	300,000	7	"	"			Buffalo Branch	186,400	7	Jan. & July.	"	1861						
91	Memphis, Clarksville, and Louisv.	910,000	6					Sterling Bonds	3,875,520			London.	1875						
91	State (Tenn.) Loan	840,000	6					New York and Harlem: 1st Mortgage	3,000,000	7	May & Nov.	New York.	1878	102					
91	Memphis and Ohio State (Tenn.) Loan	910,000	6					Consolidated	4,000,000	7	Feb. & Aug.	"	1883	100					
91	State (Tenn.) Loan	840,000	6					3d Mortgage	930,300	7	Jan. & July.	"	1867	92					

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (?) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest.			Description	Amount	Interest	Interest.			
			When payable.	Where payable.	Due.				When payable.	Where payable.	Due.	Price.
North Carolina:												
Mortgage Loan	\$339,000	8	Mar. & Sept.		1867		Richmond and Danville:					
North Eastern (S. C.):							Guaranteed by State	200,000	7	April & Oct.	Richmond	'75-'76
1st Mortgage	700,000	7	March & Sep.	Charleston	1869		Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875
2d Mortgage	145,000	7	"	"	1868		Mortgage (Registered)	504,000	7	"	"	1873
Prsf. Stock (seed 2d mort. b'ds)	155,000	8	May & Nov.	"	1873		Richmond and Petersburg:					
Northern Central:							Mortgage bonds	136,500	7	June & Dec.	Petersburg	1876
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore	-----		Mortgage Bonds	176,000	8	March & Sept.	Petersburg	1870
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870		Rome, Watertown and Ogdensb.:					
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		1st Mortgage (S. F.)	550,000	7	June & Dec.	New York	1891
Y. and C. guar. by Balt. 2d Mort.	500,000	6	"	"	1877		Rutland and Burlington:					
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885		1st Mortgage	1,800,000	7	Feb. & Aug.	Boston	1863
North. Cen. 3d Mort. (\$2,500,000)	1,064,500	6	April & Oct.	"	1900		2d Mortgage	937,500	7	"	"	1863
North Pennsylvania:							3d Mortgage	440,000	7	"	"	1863
Mortgage	2,500,000	6	April & Oct.	Philadelphia	1875	90	Sacramento Valley:					
Chattel Mortgage	360,000	10	"	"	1887	112	1st Mortgage	400,000	10	Jan. & July.	New York	1875
Northern (N. H.):							2d Mortgage	329,000	7	Feb. & Aug.	San Francisco	1881
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston	1874	94	Sandusky, Dayton and Cincinnati:					
Norwich and Worcester:							1st Mortgage	981,000	7	Feb. & Aug.	"	1900
Mus. State Loan	185,000	6	Jan. & July.	Boston	1877		3d Mortgage	148,000	7	"	"	1875
Bonds for Dividend Scrip	59,000	7	"	New York	1874		Six per cents	73,912	6	"	"	1878
Steamboat Bonds	70,000	7	Feb & Aug.	"	1883-70		Sand'sky, Mansfield and Newark					
Ohio and Mississippi:							1st Mortgage	1,290,000	7	Jan. & July.	New York	1866
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York	1872	96	Seaboard and Roanoke:					
1st Mortgage—Western	850,000	7	"	"	1872		1st Mortgage	210,000	7	"	"	1880
2d Mortgage—Western	750,000	7	"	"	1874		3d Mortgage	71,000	7	"	"	1870
Orange and Alexandria:							Registered Convertible	128,393	7	"	"	1873
1st Mortgage	400,000	6	May & Nov.	New York	1866		South Carolina:					
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	"	1875		State Loan	187,000	6	"	"	1868
570,500	8	May & Nov.	"	"	1873		Domestic Bonds	284,500	6	Jan. & July.	"	1874
Ogdensburg & Lake Champlain:							Domestic Bonds	648,500	7	April & Oct.	"	1891
1st Mortgage	1,257,100	7	April & Oct.	Boston	1869	100	Sterl. Skg I'd b'ds after Jan. 1, '70	2,012,994	6	Jan. & July.	London	1886
Oswego and Syracuse:							Do. do. do.	273,167	6	Jan. & July.	Charleston	1886
1st Mortgage	386,000	6	Jan. & July.	Oswego	70-80		Southern Mississippi:					
Pacific (Mo.):							1st Mortgage	500,000	---			
Construction Main Line	1,500,000	7	Jan. & July	New York	'68-'70	98	South-Western (Ga.):					
Panama:							1st Mortgage	437,000	---			
1st Mortgage Sterling	418,000	7	April & Oct.	London	1870		Steubenville and Ind. (P. C. and C.):					
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875		1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia	1870
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		2d Mortgage	1,400,000	7	April & Oct.	New York	1876
Peninsula:							3d Mortgage	1,100,000	7	Jan. & July.	New York	1894
1st Mortgage	1,075,000	7	March & Sept.	New York	1898	90	(series A)	1,100,000	7	April & Oct.	"	1894
Pennsylvania:							(series B)	1,100,000	7	Feb. & Aug.	"	1894
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia	1890	100	St. Louis, Alton & Terre Haute:					
2d Mortgage	2,621,000	6	April & Oct.	"	1875		1st Mortgage (series A)	1,400,000	7	Jan. & July.	New York	1894
2d Mortgage Sterling	2,288,340	6	"	London	1875		(series B)	1,400,000	7	May & Nov.	"	1894
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg	1894	102	St. Louis, Alton & Terre Haute:					
Penobscot and Kennebec:							1st Mortgage (series A)	1,700,000	7	Jan. & July.	New York	1894
Ranger City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston	'74-'75		(series B)	1,700,000	7	May & Nov.	"	1894
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor	1876		St. L. Jackson and Chicago:					
Peterb'y and Lynch'b'g (S. Side):							1st Mortgage	1,372,000	7	April & Oct.	New York	1894
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg	'70-'75		St. Paul and Pacific 1st Division:					
2d Mortgage ('862-'70-'72)	314,900	6	"	"	'62-'72		1st Mortgage (10 miles)	120,000	8	March & Sept.	"	1892
Special Mortgage ('866-'88)	176,000	6	"	"	'65-'68		1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.	"	1892
Last Mortgage (1863 to 1869)	42,000	8	"	"	'63-'69		1st Land Grant Mortgage	1,200,000	7	June & Dec.	"	1892
Phila, Germant'n and Norrist'n:							1st Mortgage	1,600,000	7	June & Dec.	New York	1894
Convertible Loan	292,500	6	Jan. & July.	Philadelphia	1885		Toledo, Wabash and Western:					
Philadelphia and Erie:							1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York	1890
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia	1877		1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1890
1st Mortgage (general)	5,000,000	6	"	"	1881		2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878
2d Mortgage	3,000,000	7	"	"	1885		3d M. (Wabash and Western)	1,500,000	7	"	"	1878
3d Mortgage	4,000,000	6	"	"	1901		Sinking Fund B'ds (T. W. & W.)	282,000	7	April & Oct.	"	1871
Philadelphia and Reading:							Equipment bonds (T. & W. & W.)	600,000	7	May & Nov.	New York	1882
Bonds of 1836, (unconvertible):							Consol. mort. (T. W. & W.)	1,880,000	7	"	"	72
" 1849,	2,366,600	6	April & Oct.	"	1870	106	Vermont Central:					
" 1851,	106,000	5	Jan. & July.	"	1871	98	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston	1861
" 1843,	1,525,800	6	"	"	1880	91	2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867
" 1844,	804,000	6	"	"	1880	91	Vermont and Massachusetts:					
" 1849,	101,000	6	"	"	1880	91	1st Mortgage Bonds	924,905	6	Jan. & July.	Boston	1883
" 1857, (convertible)	67,000	6	"	"	1880	91	Virginia Central:					
" 1836,	171,500	6	"	"	1886	93	Mort., guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond	1880
Phila, Wilmington and Baltimore:							Mort. (coupons)	206,500	5	"	"	1872
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia	1884	97	Mort., (coupons)	983,000	6	"	"	1884
Pittsburg and Connellsville:							State Loan 1858-'60	210,000	6	"	"	Richmond
Pittsburg, Ft. Wayne and Chiango:							Coupon bonds of 1865	53,000	8	"	"	1876
1st Mortgage (series A)	875,000	7	Jan. & July.	New York	1912		Funding Interest bonds	185,089	8	"	"	1876
" (series B)	875,000	7	Feb. & Aug.	"	1912		Dividend bonds	121,227	6	"	"	1876
" (series C)	875,000	7	Mar. & Sept.	"	1912		Virginia and Tennessee:					
" (series D)	875,000	7	April & Oct.	"	1912		1st Mortgage	494,000	6	Jan. & July.	New York	1872
" (series E)	875,000	7	May & Nov.	"	1912		2d Mortgage	23,500	6	"	"	1878
" (series F)	875,000	7	Jun. & Dec.	"	1912		3d or Income Mortgage	314,500	6	"	"	1865
2d Mortgage (series G)	800,000	7	Jan. & July.	"	1912		Enlarged Mortgage	596,800	6	"	"	1884
" (series H)	860,000	7	Feb. & Aug.	"	1912		Warren (N. J.):					
" (series I)	860,000	7	Mar. & Sept.	"	1912		1st Mortgage	660,000	7	Feb. & Aug.	New York	1875
" (series K)	860,000	7	April & Oct.	"	1912		2d Mortgage	85,000	7	April & Oct.	New York	1880
" (series L)	860,000	7	May & Nov.	"	1912		3d Mortgage	709,500	7	March & Sept.	New York	1880
" (series M)	860,000	7	June & Dec.	"	1912		Western (Mass.):					
2d Mortgage	2,000,000	7	April.	"	1912	92	Sterling (\$399,900)	4,319,520	5	April & Oct.	London	'68-'71
Ridge Bonds	158,000	7	May & Nov.	Philadelphia	1876		Dollar Bonds	936,500	6	"	Boston	1876
Pittsburg and Steubenville:							West Jersey:					
1st Mortgage	1,000,000	7	Feb. & Aug.	New York	1881		1st Mortgage	238,000	6	March & Sep.	Camden	1883
Potdam and Watertown:							2d Mortgage	780,000	7	"	Philadelphia	1896
1st Mortgage guaranteed	521,500	7	June & Dec.	New York	64-'74		Western Maryland:					
Quiney and Toledo:							1st Mortgage	596,000	6	Jan. & July.	Baltimore	1890
1st Mortgage	530,000	7	May & Nov.	New York	1890		1st Mortgage guaranteed	200,000	6	"	"	1890
Raleigh and Gaston:							Western Pacific:					
Coupon	100,000	7			1862		1st Mortgage	6	June & Dec.	N. Y. & Lond	1895	
Raritan and Delaware Bay:							2d Mortgage	596,000	7	June & Dec.	New York	1866
1st Mortgage	1,000,000	7	Mar. & Sept.	New York	1888		Income Bonds	200,000	7	May & Nov.	"	1873
2d Mortgage	250,000	7	"	"	1888		Wilmington and Weldon:					
Equipment Bonds	296,000	7	"	"	1876		Sterling Bonds	576,887	6	"	"	London
Richmond, Fred. and Potomac:</td												

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.										Abstract of Balance Sheet.										Earnings.				
	Main Line.	Branch Lines	2nd Track and Sidings.	Road in progress or projected.			Equipment.			Companies.			Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Gross.	Dividends.	Price of		
	M.	M.	M.	No.	No.	No.	Cars.	Engines.	Passenger.	Freight, etc.									M.	M.	\$	\$	\$		
30 Jun. '60	65.0	—	50.6	—	—	—	—	—	—	—	Alabama and Florida	1,451,326	*	*	*	877,953	603,600	106,255	1,515,704	54.0	101,102	37,866	—		
28 Feb. '59	59	—	58.1	2	2	—	—	—	—	—	Alabama and Mississippi	461,506	30,991	—	—	335,010	109,500	21,632	518,965	30.3	55,791	31,382	—		
31 May '60	109.6	—	57.8	11	9	102	—	—	—	—	Ala. and Tennessee Rivers	2,251,927	184,906	—	—	1,067,006	777,777	240,485	2,176,023	109.6	207,626	111,232	—		
30 Jun. '59	57.0	—	—	171.8	—	—	—	—	—	—	Mobile and Girard	1,500,000	—	—	—	—	—	—	—	67.0	226,791	76,773	21,006	—	
31 Dec. '60	469.8	13.5	49.4	21	20	263	—	—	—	—	Mobile and Ohio	9,258,002	2,189,562	—	—	3,615,400	7,861,831	1,591,391	17,922,889	482.5	8 mos	1,324,847	642,496	—	
28 Feb. '67	88.5	28.4	—	—	21	12	123	—	—	—	Montgomery and West Point	2,439,420	308,967	215,199	—	1,644,104	1,130,700	285,751	3,068,686	116.9	170,707	449,007	189,402	—	
3 Nov. '58	38.5	—	—	107.5	—	—	—	—	—	—	ARKANSAS.	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Dec. '60	22.6	—	—	—	—	—	—	—	—	—	Memphis and Little Rock	553,877	*	—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	—	Sacramento Valley	1,493,850	*	—	—	798,850	700,000	—	—	1,493,850	22.6	—	230,251	104,904	—
31 July '66	23.8	—	1.9	6	5	47	—	—	—	—	Danbury and Norwalk	345,798	66,488	8,256	—	306,900	100,000	—	—	—	23.8	53,885	103,333	26,249	3
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	—	—	—	Hartford, Provid. and Fishkill	3,902,358	302,511	—	—	2,037,940	1,938,740	—	—	—	122.4	319,483	644,726	166,185	—
31 Aug. '67	61.4	10.2	66.9	25	42	434	—	—	—	—	Hartford and New Haven	3,258,932	254,000	1,403,095	—	3,000,000	927,000	104,183	—	—	75.2	546,113	1,685,384	592,233	12 174
31 Dec. '65	74.0	—	8.9	10	12	261	—	—	—	—	Housatonic	2,439,775	*	347,819	—	2,000,000	225,250	150,848	2,787,594	124.0	192,989	478,096	66,463	68	
31 Dec. '66	57.0	—	2.0	8	11	188	—	—	—	—	Naugatuck	1,465,839	—	—	—	1,100,000	295,000	34,065	—	—	62.0	159,074	419,469	135,922	10
28 Feb. '66	50.0	—	2.6	8	10	30	—	—	—	—	N. Haven, N. London and Ston.	1,454,040	—	—	—	738,538	766,000	—	—	—	62.0	—	67,143	loss.	—
30 Nov. '67	93.0	8.8	10.0	5	8	33	—	—	—	—	New Haven and Northampton	2,561,142	—	—	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,196	loss.	2	
30 Nov. '67	100.0	—	15.3	318	—	—	—	—	—	—	New London Northern	1,402,267	—	173,843	—	896,000	480,000	277,000	1,602,000	100.0	326,136	382,944	96,894	8 86	
31 Mar. '67	61.8	1.0	63.8	35	68	410	—	—	—	—	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,019,500	258,046	8,272,183	117.4	787,826	2,048,260	704,016	10 145		
30 Nov. '67	59.4	7.0	9.5	20	19	491	—	—	—	—	Norwich and Worcester	2,463,983	149,711	642,862	2,263,800	629,500	9,172	3,380,357	66.4	864,521	80,458	204,086	8 92		
—	—	—	—	—	—	—	—	—	—	DELAWARE.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Oct. '60	84.8	—	10.7	—	—	—	—	—	—	—	Delaware	1,552,257	—	—	—	406,132	870,000	271,877	1,007,684	84.3	136,631	138,970	41,406	—	
31 Oct. '62	16.2	—	—	—	—	—	—	—	—	—	Newcastle and Frenchtown	704,360	—	18,535	—	744,520	6,024	749,544	5.0	—	27,283	10,290	9		
—	—	—	—	—	—	—	—	—	—	FLORIDA.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
—	62	154.2	—	160	—	—	—	—	—	—	Florida	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	—	—	—	Florida and Alabama	532,791	30,586	—	—	191,486	195,000	76,894	619,112	32.0	—	7,817	3,686	—	
—	—	62	50.9	—	—	—	—	—	—	—	Fla., Atlantic and Gulf Central	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	62	100.0	3.9	10.0	163.5	—	—	—	—	Pensacola and Georgia	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Jun. '67	86.7	—	—	18	6	88	—	—	—	—	Atlanta and West Point	1,200,079	*	145,554	—	1,232,200	35,500	56,575	1,246,632	86.7	—	391,477	68,390	34	
—	—	62	92.6	—	8.7	70.9	—	—	—	—	Atlanta and Gulf—M. Trunk	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '60	53.0	—	—	—	—	—	—	—	—	—	Augusta and Savannah	1,032,200	—	—	—	733,700	129,500	—	—	—	53.0	—	168,989	96,612	—
30 Apr. '60	48.5	—	—	23.7	—	—	—	—	—	—	Brunswick and Florida	155,000	—	—	—	151,887	—	—	—	—	—	—	—	—	—
30 Nov. '66	191.0	—	—	49	31	501	—	—	—	—	Central of Georgia (and Bank)	4,472,000	*	1,249,923	—	4,066,800	786,000	188,940	6,886,986	220.0	—	1,734,749	359,214	—	
31 Mar. '67	171.0	71.0	—	46	25	407	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,908,361	—	4,156,000	886,000	241,052	7,176,281	242.0	—	1,136,142	246,356	64	
30 Nov. '66	102.5	—	—	19	16	53	—	—	—	—	Mac and Western	1,500,000	—	—	—	1,500,000	—	12,296	1,658,898	102.5	—	226,241	61,276	—	
31 July '59	50.0	—	7	2	107	—	—	—	—	—	Muscogee	774,244	162,534	—	—	695,950	249,000	—	—	—	—	—	302,714	110,610	8
1 May. '58	68.1	—	3.4	3	4	23	—	—	—	—	Savannah, Albany and Gulf	1,286,634	52,374	—	—	1,276,901	10,200	180,621	1,478,140	71.6	—	342,094	143,993	10	
31 July '67	106.1	100.8	16.2	19	20	267	—	—	—	—	South Western	3,388,131	411,195	53,395	—	3,202,900	437,000	146,067	3,855,721	228.8	—	3,006,558	832,551	9	
30 Sep. '59	138.0	—	—	52	24	705	—	—	—	—	Western and Atlantic	5,901,497	—	—	—	—	—	—	—	—	138.0	—	82,348	454,541	—
—	—	—	—	72	34	1,321	—	—	—	—	ILLINOIS.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '67	280.0	—	—	121	11	8	275	—	—	—	—	Chicago and Alton	10,276,604	*	1,306,703	—	6,311,982	3,944,000	402,973	11,583,307	280.0	1,672,965	6,392,861	1,745,753	10 137
30 Apr. '67	317.0	83.0	47.0	119	55	220	218	—	—	—	Chicago, Burlington and Quincy	12,245,711	2,956,327	2,758,988	30,090,010	5,458,542	365,542	18,987,024	400.0	2,421,566	6,146,862	2,193,462	20 154		
31 May. '57	491.0	66.1	30.0	248	133	5.56	—	—	—	—	Chicago and North Western	41,871,511	—	3,992,752	—	28,021,261	16,251,000	1,123,76	45,804,322	152.1	10,161,723	22,266,967	20 78		
31 Mar. '67	181.8	181.5	42.4	92	46	1,800	—	—	—	—	Chicago, Rock Ist. and Pacific	15,318,822	*	3,192,940	—	1,900,000	1,648,524	636,486	18,506,763	409.3	1,621,307	8,745,034	1,413,993	10 107	
31 May. '68	174.6	5.5	14.3	21	22	504	—	—	—	—	Great Western	4,058,561	—	—	—	1,648,561	2,350,000	—	—	—	4,214,342	180.0	742,097	377,476	—
31 Dec. '67	474.8	252.5	—	150	8	311	274	—	—	—	Illinoian Central	21,328,478	*	10,233,807	—	24,15,780	10,644,500	248,969	41,562,280	708.3	3,765,216	760,992	3,511,666	10 145	
31 Dec. '67	111.0	—	—	112	8	311	312.0	—	—	—	St. Louis, Peoria & Warsaw	4,656,556	600,700	991,131	—	1,988,150	5,000	122,285	2,979,281	73.0	448,884	1,049,720	297,126	12 156	
31 Dec. '67	224.0	—	—	41	23	765	—	—	—	—	Chicago and Great Eastern	2,312,344	288,255	125,557	—	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	
31 Aug. '65	132.0	—	—	14	10	187	—	—	—	—	Indiana Central	1,667,039	52,401	—	—	611,050	1,254,500	15,900	2,102,761	109.0	—	442,893	158,541	—	
31 Dec. '68	89.8	20.2	—	23	19	53	—	—	—	—	Ind., Pittsburg and Cleveland	2,497,952	540,043	25,839	—	1,889,900	1,382,284	140,889	3,458,108	110.0	—	448,888	280,834	9	
31 Dec. '64	84.0	—	—	15	18	201	—	—	—	—	Jeffersonville	2,735,556	*	240,322	—	1,572,000	997,000	106,879	2,975,878	84.0	—	321,288	307,832	—	
31 Dec. '64	78.0	—	—	11.0	14	15	201	—	—	—	Indianapolis and Madison	1,549,518	*	2,672,556	—	1,015,907	621,000	—	2,176,223	108.0	312,869	527,868	—	—	
31 Dec. '64	86.0	—	—	16.0	14	263	—	—	—	—	Louisiv. N. Albany & Chicago	6,000,000	*	—											

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "not ascertained." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "Running dots (----) signify "not ascertained." Land-Grant Railroads are in *italics*."

Years ending.	Railroad.		Equipment.		Abstract of Balance Sheet.												Earnings.										
	Main Line.	Lateral and Branch Lines	M.	M.	M.	M.	M.	Car.		Railroad and Appurtenances.	Stock.	Other Assets.	Property and Assets.		Liabilities.		Balance Total, incl. all other assets and liabilities.	Road operated, inc. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends	Price of shares.				
								No.	No.				Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	M.	M.										
Companies.																											
31 Jan. '66	44.0	—	136.0	13	11	113	—	—	—	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,576,342	44.0	134,201	356,277	123,892	—	18					
31 Oct. '67	387.3	38.2	85.7	—	—	—	156	98	93	21	9	290	—	26,132	27,798,923	29,916,000	1,049,166	58,838,969	565,7	—	5,195,266	1,620,329	—	—			
31 Oct. '67	65.0	2.5	5.0	—	—	—	—	—	—	—	—	—	3,634,000	—	—	3,259,500	282,500	—	3,634,000	675,5	236,991	502,918	443,301	—	10		
31 Oct. '67	74.0	—	8.6	—	—	—	16	14	—	—	—	—	1,691,037	—	—	1,316,900	356,100	—	1,691,037	74.0	236,078	584,196	94,147	8	88		
31 Oct. '67	113.0	—	92.0	—	—	—	99	17	6,713	—	—	—	9,616,641	3,267,764	4,517,520	3,368,020	3,008,000	708,205	17,402,226	204.5	2,034,524	2,613,979	—	10	123		
31 Oct. '67	38.0	—	7.8	—	—	—	11	6	120	—	—	—	1,551,533	310,125	—	654,600	674,900	—	1,861,664	26.0	221,129	533,581	250,993	—	—		
31 Oct. '67	78.0	12.0	—	—	—	—	—	—	—	—	—	—	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	256,376	396,149	4,238	5	514		
31 Oct. '67	81.6	2.0	8.4	—	19	11	540	—	—	—	—	—	1,945,591	772,407	200,000	664,300	1,270,200	578,460	2,917,998	106.6	368,004	640,768	202,865	—	—		
31 Oct. '67	34.0	18.0	33.0	—	—	—	16	4	60	—	—	—	1,882,550	—	—	1,182,550	700,000	—	1,882,550	—	1,182,550	149,189	186,461	52,345	—	684	
31 Oct. '67	44.0	14.8	—	—	—	—	21	—	—	—	—	—	2,192,314	—	—	656,120	1,656,245	—	2,341,756	58.8	149,189	—	—	—	—		
31 Oct. '67	80.0	—	13.5	—	6	1,278	—	—	—	3,231,358	521,772	—	—	—	1,325,000	2,273,296	68,880	3,758,150	80.0	506,071	790,908	233,345	—	—			
31 Oct. '67	91.0	46.8	16.0	—	33	8	1,850	—	—	—	—	—	9,459,625	1,747,141	5,523,319	9,789,800	7,990,285	—	16,730,085	9.0	91,140	634,154	193,776	8	—		
31 Oct. '67	107.0	62.0	14.5	90	18	3,06	—	—	—	—	—	—	11,459,651	3,407,490	—	10,751,400	1,137,000	866,111	14,867,142	161.2	1,224,375	3,580,764	1,272,009	10	54		
31 Oct. '67	28.2	3.0	24.7	—	—	—	—	—	—	—	—	—	1,466,662	—	2,047,438	2,646,100	863,000	—	3,614,100	—	—	—	—	—	—		
31 Oct. '67	93.3	—	61.9	—	—	—	—	—	—	—	—	—	3,775,600	—	—	3,775,600	—	—	—	—	—	—	302,048	8	50		
31 Oct. '67	55.0	11.0	19.0	26	27	722	—	—	—	5,794,129	723,216	—	474,942	8,150,000	—	3,292,154	—	—	6,992,287	66.9	343,012	898,574	361,504	5	33		
31 Oct. '67	364.9	36.4	480.4	423	213	8,537	—	—	—	29,115,039	—	—	5,834,056	21,045,750	13,311,840	501,555	34,949,165	561.5	7,740,290	16,340,166	1,151,521	11	52				
31 Oct. '67	17.0	3.0	4.7	20	44	139	—	—	—	1,319,079	306,120	—	411,794	1,535,550	—	116,100	—	—	1,556,993	24.2	315,104	634,717	298,818	10	68		
31 Oct. '67	287.5	—	70.4	90	38	1,452	—	—	—	17,469,166	—	—	1,545,700	5,998,700	13,000,000	22,473	19,019,173	287.5	1,604,823	2,334,731	—	—	26				
31 Oct. '67	147.0	20	226.5	268	78	7,094	—	—	—	10,390,393	7,907,514	—	—	—	2,098,018	22,585,101	6,580,826	—	30,416,926	474.8	3,677,457	1,06,496	2,498,542	10	47		
31 Oct. '67	26.5	—	3.2	—	—	—	—	—	—	—	—	—	2,378,697	—	287,418	1,099,120	200,000	—	1,666,116	33.3	—	—	863,706	299,326	10	129	
31 Oct. '67	96.0	8.8	106.0	45	78	988	—	—	—	10,869,300	—	—	25,000	9,065,300	1,326,000	—	10,884,300	99.8	876,241	2,432,531	390,730	9	567				
31 Oct. '67	58.4	—	17.4	13	18	74	—	—	—	1,251,098	266,158	902,926	—	—	—	—	—	—	—	—	3,420,902	70.9	329,804	606,596	270,419	—	—
31 Oct. '67	49.2	—	28.0	—	—	—	—	—	—	26,118,927	—	—	—	—	—	—	—	—	—	1,569,453	20.0	154,003	280,452	107,811	5	40	
31 Oct. '67	408.3	61.0	130.0	100	96	2,935	—	—	—	—	—	—	1,569,450	—	—	—	—	—	—	—	—	—	—	—	1084		
31 Oct. '67	28.0	—	4.5	10	16	52	—	—	—	—	—	—	3,091,018	180,698	10,000	884,036	982,600	—	138,966	880,920	35.4	167,552	875,680	189,706	15	—	
31 Oct. '67	42.4	21.3	12.3	—	—	—	—	—	—	—	—	—	530,807	66,816	—	144,894	406,000	6,000	—	—	—	—	—	—	—		
31 Oct. '67	30.6	—	4.9	9	4	268	—	—	—	—	—	—	8,832,882	—	—	2,056,544	1,731,000	—	—	—	—	—	—	—	—	—	
31 Aug. '67	62.0	—	5.1	—	16	17	133	N. Y., Providence and Boston	—	2,568,000	—	—	352,175	2,000,000	600,000	—	2,920,175	62.0	255,431	486,140	111,885	—	92				
31 Dec. '66	64.9	—	47.4	4	3	21	—	—	—	801,616	34,372	250,000	706,365	195,266	197,906	1,009,536	51.9	—	—	—	—	—	—	—			
31 Dec. '66	100.6	—	—	13	9	176	—	—	—	1,719,045	—	—	—	1,201,000	—	384,000	—	—	109.6	—	—	283,268	151,536	—	—		
1 Jan. '67	143.2	21.3	—	—	—	—	—	—	—	2,439,769	324,161	—	—	—	1,429,008	1,145,000	346,546	—	—	164.5	—	—	31,190	126,371	—	—	
28 Feb. '67	102.0	—	—	11	8	105	—	—	—	2,141,131	—	—	51,078	889,960	1,028,000	272,250	2,109,209	102.0	154,496	317,775	66,687	—	—				
31 Dec. '66	136.0	106.0	—	—	—	—	47	34	343	8,511,957	—	—	549,110	5,819,275	3,554,798	447,401	8,321,755	242.0	—	—	1,812,738	387,332	—	—			
31 Sep. '66	47.6	—	—	—	—	—	—	—	—	1,021,439	58,133	—	—	—	505,214	514,000	99,110	1,137,707	47.6	—	—	29,967	10,187	—	—		
30 June '66	30.0	—	1.8	17	11	200	—	—	—	—	—	—	—	—	2,141,970	—	—	—	—	140.0	—	—	441,029	154,081	—	—	
30 June '66	140.0	—	8.0	15	8	185	—	—	—	3,339,984	—	—	824,263	—	—	657,700	2,175,500	514,858	4,224,347	130.3	139,332	331,871	161,014	—	—		
30 Jun. '67	271.6	19.4	20.0	55	50	478	—	—	—	6,283,585	1,002,601	2,195,331	—	—	5,123,726	5,126,580	921,987	9,451,517	291.0	186,331	1,661,612	71,490	—	—			
1859	—	—	216.0	20.0	8.9	52	—	—	—	—	—	—	2,269,287	141,144	—	—	—	—	—	—	—	—	—	—	—		
1859	—	—	30.6	55.8	—	—	—	—	—	—	—	—	2,000,000	100,500	—	288,721	740,000	—	—	—	—	—	—	—	—		
30 Sep. '66	98.2	—	158.0	—	—	—	—	—	—	—	—	—	3,015,107	—	—	826,399	1,069,600	962,059	3,015,107	99.2	—	—	367,252	173,729	—	—	
30 Sep. '66	55.0	—	184.0	—	—	—	—	—	—	—	—	—	—	—	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	—		
1 May '67	60.0	—	1.5	75.0	2	1	40	—	—	—	—	—	—	—	—	530,807	66,816	—	—	34.2	30,066	23,808	15,892	—	—		
1 May '67	60.0	—	6.0	280.0	7	6	124	—	—	—	—	—	—	—	—	516,164	793,200	—	—	25.0	—	90,723	34,358	—	—		
1 May '67	26.0	—	110.0	—	—	—	—	—	—	—	—	—	—	—	—	382,000	700,000	—	—	—	—	—	—	—	—		
1 Aug. '67	110.3	—	6.6	11	10	323	—	—	—	—	—	—	—	—	—	1,403,018	—	36,188	88,131	1,584,194	—	—	—	—	—		
31 Aug. '67	113.6	—	16.0	26	25	568	—	—	—	—	—	—	—	—	—	2,968,861	—	775,500	118,789	—	118.7	708,084	136,302	43,062	—		
31 Aug. '67	62.5	2.0	4.9	10	9	240	—	—	—	—	—	—	—	—	—	1,500,124	—	590,610	165,161	—	79.2	47,702	54,121	16,352	—		
31 Aug. '67</																											

PREFERRED AND GUARANTEED R. R. STOCKS

RAILROADS.	Amount of shares outstanding.	Div'ds			Market Price.
		Rate.	Paid.	Market	
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	7	
Atlantic & St. Lawrence (guarant'd.)	2,494,900	6	6	6	
Baltimore and Ohio, (pref.)	3,000,000	7	7	7	
Berkshire (guaranteed)	600,000	7	7	7	
Boston, Concord & Montreal (pref.)	1,340,400	6	70	70	
Buffalo, N. Y. & Erie, (guaranteed)	876,000	7	7	7	
Canal & Atlantic (preferred)	620,800	7	18	18	
Catawissa (preferred)	1,150,000	7	31	31	
Chemung (guaranteed)	380,000	7	7	7	
Cayuga & Susquehanna (guarant.)	343,500	7	7	7	
Cheshire (preferred)	2,017,825	7	70	70	
Chicago & Alton (preferred)	2,425,400	7	139	139	
Chicago & Northwestern (pref.)	14,789,125	7	7	81	
Cochesago (preferred)	177,750	5	—	—	
Co. & Passaic River, (pref.)	1,73,300	10	91	91	
Cumberland Valley (1st preferred)	241,900	8	8	8	
" (2d preferred)	243,000	8	8	8	
Detroit & Milwaukee (preferred)	1,500,000	7	84	74	
Dubuque & Sioux City (preferred)	1,988,171	7	74	74	
Elmira, Jeff. & Canadagua (guar.)	500,000	7	40	40	
Elmira & Williamport (preferred)	8,536,910	7	74	74	
Erie (preferred)	5,253,866	7	87	87	
Haunfult & St. Joseph (preferred)	1,182,100	7	7	7	
Harrisburg & Lancaster (guar.)	407,900	8	8	72	
Indianapolis & Madison (pref.)	372,000	6	—	—	
Kennebunk & Portland (preferred)	500,000	7	—	—	
Marietta & Cincinnati (1st pref.)	6,556,135	7	3	28	
" " (2d pref.)	4,051,744	7	3	10	
Michigan S. & N. Indiana (guar.)	586,800	10	10	10	
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	106	
" " (2d pref.)	841,400	7	7	100	
Milwaukee & St. Paul (preferred)	7,370,900	7	79	79	
New Haven & Northampton (guar.)	1,010,000	7	—	4	
New York & Harlem (preferred)	1,500,000	8	128	128	
Niagara Br. & Canadagua (guar.)	1,000,000	6	6	—	
Paterson & Hudson (guaranteed)	630,000	8	—	—	
Paterson & Ramapo (guaranteed)	248,000	—	54	—	
Peoria & Bureau Valley (guar.)	1,200,000	6	—	6	
Philadelphia & Reading (pref.)	1,551,800	7	7	—	
Philadelphia & Trenton (guar.)	1,000,000	10	—	—	
Pittsfield & North Adams (guar.)	450,000	6	94	94	
Port, Saco & Portsmouth (guar.)	1,500,000	6	6	—	
Rutland & Burlington (preferred)	382,700	8	—	—	
" " (preferred)	608,176	6	—	—	
St. L. Alton & Terre Haute (pref.)	1,700,000	6	7	67	
Toledo, Wabash & Western (pref.)	1,000,000	7	7	70	
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	—	—	
" " (2d pref.)	908,400	7	—	—	
Troy & Greenbush (guaranteed)	274,400	6	6	45	
Vermont & Canada, (guaranteed)	1,600,000	8	8	102	
Warren (guaranteed)	1,403,300	7	7	—	
White Mountains (guaranteed)	200,000	6	5	—	
Wrightlev., Y. & Gettysburg	317,050	2	2	—	

CANAL AND NAVIGATION STOCKS

COMPANIES.	Par of Shares	Amount of Stock	Dividends	Market Price
	\$	\$	p.c.	\$
CANAL AND NAVIGATION STOCKS				
Chesapeake and Delaware	100	1,343,563	42	
Chesapeake and Ohio	100	8,226,595	—	
Delaware Division	100	1,653,350	49	
Delaware and Hudson	100	10,000,000	10	139
Delaware and Raritan	100	2,298,400	10	—
Erie of Pennsylvania	50	84,000	—	
Illinois and Michigan	—	—	—	
Lehigh Navigation	50	6,968,146	21	21
Monongahela Navigation	50	726,800	3	—
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	75
North Branch	—	—	—	
Sault Ste. Marie	100	—	—	
Schuykill Navigation (consolid.)	50	1,908,207	11	—
" " (preferred)	50	2,888,988	21	—
Susquehanna and Tide Water	50	2,048,280	16	—
Union	—	—	—	
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

New York Stock Exchange.

Actual Sale Prices for the week ending July 15.
Th. 9. F. 10 Sat. 11 M. 13. Tu. 14. W. 15

Atlantic M. S. S. Co.	—	—	—	29
Boston, Hartford & Erie	—	—	16	16
California 7a	—	—	—	16
Canton Co.	—	48	47	47
Central of N. Jersey	124	—	—	—
Chicago & Alton	—	124	—	127
" " pref.	—	139	—	101
" " " M.	—	—	—	101
" " " B. F.	—	—	—	—
" " Inc. b'ds	—	—	—	—
Chicago, Burl. & Q.	—	—	—	110
" " " 8 p.c. 110	—	—	—	110
Chi. & Gt. Eastern 1st m.	79	79	—	—
Chi. & Northwest 7a	81	81	81	80
" " pref.	81	81	81	80
" " 1st M.	81	81	81	80
" " 2d M.	—	—	—	—
" " " B. F.	—	—	—	—
" " Consol.	94	94	94	94
Chicago & Rock Isl.	108	108	108	108
" " 1st M. '70	—	—	—	99
Chi. & L. & Pa. 7a	180	94	94	94
C. O. C. and Ind.	89	89	89	90
Clev. and Pittsburgh	87	87	86	86
" " 2 M.	—	—	—	—
" " 3 M.	—	—	—	—
" " 4 M.	—	—	—	—
" " con.	—	—	—	—
Clev. and Toledo	104	103	—	102
" " 3. F. 7. D. C.	—	—	—	—
Clev., Paines' & Ash.	99	—	100	—
Cumberland Coal prof.	—	34	34	—
Del. & Hudson Canal	140	—	137	135
Del., Lack. & West.	—	—	—	—
" " 1M. 8.p.c. '71-6	—	—	99	99
" " 2M. 8.p.c. '81	—	—	99	99
Erie	70	69	69	67
" " 1M. 7.p.c. '67	—	76	74	74
" " 2M. 7.p.c. '79	—	—	104	102
" " 3M. 7.p.c. '83	—	—	103	102
" " 4M. 7.p.c. '80	—	—	93	93
" " 5M. 7.p.c. '88	—	—	98	98
Great Western 2d mort.	76	76	76	76
Idaouen River	—	138	—	—
" " 1M. 7.p.c. '69	—	—	—	—
" " 2M. S. F.	—	—	—	—
" " 3M. 7.p.c. '76	—	—	—	—
Illinois Central	158	158	158	145
" " bonds	120	—	—	120
Marietta & Cin. 1st pref.	28	—	—	28
" " 2d "	10	—	—	—
Mariposa Mining Co.	—	—	—	—
" " pref.	9	8	9	9
Michigan Central	116	117	—	116
" " SF.p.c. '82	—	—	—	—
" " conv.8.p.c. '69	—	—	—	—
M. S. and N. I.	92	91	91	90
" " 1M. S. F.	102	—	—	96
" " 2 M.	—	—	—	—
Mil. and P. du Chien	—	—	—	106
" " 1st pref.	—	106	—	—
" " 2d pref.	100	—	—	—
" " 1st M.	—	—	—	—
Milw. and St. Paul	67	66	67	67
" " pref.	79	79	80	79
" " 1st mort.	93	93	93	93
" " 2d mort.	93	93	93	93
Missouri 6a	91	91	91	91
" " iss. to H. & St. J. R.	91	91	91	91
" " Pacific	—	—	—	—
Morris and Essex	—	—	66	66
" " 1st mort.	—	—	100	100
" " 2d mort.	90	—	—	90
N. Jersey R.R. & T. Co.	—	—	—	—
New York Central	134	134	134	132
" " 7s. S. F. '76	—	—	—	—
" " 7s. conv. '76	—	—	—	—
" " 6s. S. F. '83	—	—	95	95
" " 6s. S. F. '87	—	—	94	94
N. York & Harlem	122	—	—	—
" " pref.	—	—	—	—
" " 1M. 7.p.c. '78	102	—	—	—
N. Y. and N. Haven	—	—	—	—
N. Carolina 6a ex-coupl.	77	75	75	74
" " new	74	74	74	74
Ohio & Miss.	29	29	29	29
" " pref.	—	—	—	—
" " 1st m.	96	—	—	—
Pacific Mail S. S. Co.	101	100	—	100
Panama	—	—	330	330
Phila. and Reading	96	97	95	94
Pitts. Ft. W. & Chicago	108	108	107	107
" " 1M.	—	—	104	104
" " 2M.	—	—	—	—
" " 3M.	—	—	—	—
Quicksilver Mining Co.	21	22	—	21
S. L. Alton & T. H.	—	—	—	—
" " pref.	—	—	—	—
" " 1M.	94	94	94	94
" " 2M. pref.	—	—	—	—
" " Inc. b'ds.	—	—	—	—
Tennssee 6a. ex-coupl.	70	71	71	71
" " new	69	70	70	69
Tol. Wab. & Western	48	48	48	48
" " pref.	69	—	70	69
" " 1M. ex.	—	—	—	—
" " 2M.	—	82	82	82
" " Int. b'ds.	—	—	—	—
Virginia 6s. ex-coupons	57	57	57	57
" " new	56	56	56	56

New York Stock Exchange.

Actual Sale Prices for the week ending July 15.

Th. 9. F. 10. Sat. 11. M. 12. Tu. 14. W.

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 14.

W.8. Th.9. F.10 Sat.11 M.12 Tu.14

Watervliet	10						
" preferred	29	29	30	30	30	30	
Camden & Amboy	130	130			130		

Boston Stock Exchange.

Actual Sale Prices for the week ending July 15.

Th 9, F. 10, Sat. 11, M. 12, Tu. 14, W. 15

Boston and Albany	146	146	—
Boston and Lowell	—	—	—
Boston and Maine	134	134	137
Boston and Providence	—	184	133
Boston, Hartford & Erie	154	154	164
Cheshire, pref.	70	70	70
Concord	—	—	—
Connecticut River	—	—	—
Eastern	120	119	—
Fitchburg	—	129	—
Manchester & Lawrence	—	—	—
Michigan Central	—	118	117
Northern, N. H.	116	—	—
Ogdens & Lake Champlain	67	67	—
Old Colony & Newport	94	—	95
Ph., Wil. & Baltimore	56	66	—
Portl'd, Saoo & Ports.	100	—	—
Vermont & Canada	101	101	101
Vermont & Mass.	—	—	67
Broadway (Horse)	—	58	—
Cambridge	98	—	—
Metropolitan	66	66	66
Middlesex	52	—	—
Central Mining Co.	—	—	—
Copper Falls	—	—	19
Franklin	“	—	—
Huron	—	194	—
Isle Royale	“	—	—
National	“	—	—
Minnesota	“	—	—
Pewabic	“	—	—
Pittsburg	“	—	7
Quincy	—	21	20
Rockland	—	—	—

London Stock Exchange

The following were the closing prices for American Securities June 26th, and July 3d:

		Closing	Prices.
		July 3.	June 20.
United States, 5-20s, 6 per cent	1882.	73 1/2 @ 73 1/2	73 @ 73 1/2
Do. do. 6	1884.	71 @ 72	71 @ 73
Do. do. 6	1885.	72 @ 72	72 @ 72 1/2
Do. do. 6	1886.	87 @ 89	87 @ 89
Virginia State, 5 per cent		52 @ 56	52 @ 56
Do. 6 per cent		35 @ 37	35 @ 37
Atl. & Gt. Western, N. Y. sec., 1st			
mort., 1880, 7 per cent		60 @ 65	60 @ 65
Do. do. 2d mort., 1881		55 @ 60	55 @ 60
Do. Penn., 1st mort., 1877		60 @ 65	60 @ 65
Do. do., 2d mort., 1882		55 @ 60	55 @ 60
Do., consolid. mort. bonds, 1890		34 @ 35	33 @ 34
Detroit and Mil. 1st mort. 7 p. c. 1864	50	61	59 @ 61
Erie shares, \$100 (all paid)		45 @ 46	46 @ 46
Do., sterl. 6 p. c. conv. bonds, 73		73 @ 75	73 @ 75
Illinoia Central, 6 p. c., 1875		90 @ 95	90 @ 95
Do., \$100 shares (all paid)		101 @ 101 1/2	101 @ 101 1/2
Do., 7 p. c., 1875		78 @ 82	75 @ 80
Marietta & Ctn. R. R. bonds, 7 p. c.		71 @ 73	71 @ 73
Panama R. R. 2d mort., 1882, 7 p. c. 10 1/2		107 @ 107	105 @ 107
Penn. R. R. bonds, 2d mort. conv. 6 p. c.		94 @ 96	93 @ 96

American Railroad Journal.

Saturday, July 18, 1868.

Stock Exchange and Money Market.

week, have been over 40 millions. Yet the cash balance of the office has been very slightly disturbed.

The specie reserve of the city banks is now \$19,235,348, against \$12,715,404 same time last year. The city bank deposits are now \$224,320,141, against \$197,872,008 week ending July 18, 1867. The legal tender reserve amounts to \$68,581,542, against \$72,495,708 same time last year. The circulation now stands at \$34,068,202, against \$33,653,859 same time last year. The loans are now \$284,147,708, against \$247,918,009 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$98,626,068 a day, against a daily average of \$105,129,338 the preceding week, and \$86,121,000 the week ending with June 27, 1868. The current week's exchanges average about \$91,000,000 a day. The city banks, last week, lost \$3,594,897 of legal tender while they gained \$3,269,835 in the deposit line, and \$7,280,618 of specie reserve. They increased their loans, \$2,201,777; and their circulation, \$25,736.

The Philadelphia Bank movement the past week shows an increase in loans of \$188,125; a decrease of \$51,472 in specie; an increase in legal tenders of \$221,049; an increase of \$58,625 in deposits; and an increase of \$788 in circulation. The Bank Clearings show an increase of \$5,182,547, and the balances, a decrease of \$22,977.

617. The New York Gold Exchange Bank reports for the week ending Saturday, the 11th day of July, 1868, the average amount of loans and discounts as \$1,068,132; average amount of specie, \$1,047,343; average amount of deposits, \$1,555,153.

The U. S. Sub-Treasury receipts, week ending with July 11, were \$40,866,307, including \$1,730,-412 from customs duties; payments, \$40,481,498, including \$4,029,000 of coin interest; balance at the close of the week, \$83,810,744, against \$83,425,935, at the close of the preceding week, showing a decrease of \$115,191. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$3,985,471 including \$255,438 from customs; and payments, \$3,213,025; on Tuesday, receipts, \$2,698,603 including \$523,000 from customs, and payments, \$2,884,861. The balance at the close of business on Tuesday stood at \$82,846,935, against \$82,167,933, a week previous; and \$89,-125,661, on July 3, 1868. The aggregate receipts of the office from all sources in June, were \$87,-512,859; aggregate payments, \$93,065,184. The balance on the 1st inst., was over 5½ millions below that on the 1st ult., which amounted to \$94,677,986.

The coin certificates issued by the Sub-Treasury office, during June, reached \$3,543,860.

The outstanding amount of coin certificates on the 1st of June, was \$20,298,180, against \$19,857,900 on the 1st of May, 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$4,918,000, and retired \$1,643,411.

National Bank notes to the amount of \$112,070 were issued last week, making the total issue to 1,873 banks thus far, \$808,785,016, against \$282,555,440 at the close of the fiscal year ending June 30, 1899. From the total issue is to be de-

ducted the currency returned, including worn out notes, amounting to \$8,961,791, leaving, with the existing 1,639 banks, (having an aggregate capital of \$420,221,210,) an actual circulation at this date, of \$299,823,225. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,518,900; and for the public deposits, \$38,447,950—making a total of \$379,966,850. The Treasury Department last week redeemed and destroyed \$433,100 of worn and mutilated fractional currency, and issued \$1,265 of new. The outstanding amount of fractional currency on the 1st of June was \$32,531,590, against \$32,450,490 on the 1st of May, and \$32,588,690 on the 1st of April, 1868.

Government revenues have been quite limited, since our last. Both customs and excises have given a meagre yield. The customs at this port have been rather more prolific thus far in the current week. The excises, last week, yielded some 2½ millions; customs at the port of New York, \$1,730,412, and at the outports about \$600,000 (in coin) more, making the grand total income for the week equal to about \$6,036,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, was about \$192,000,000.

Gold has been in more active speculative demand, since our last. The bidding at the Gold Board and in the street has been on a more confident basis. The range of the price has been from 140½ to 142½, and the latest quotation on Wednesday were 142½@142½. The export movement last week was extensive, having reached nearly four millions. Thus far in the current week, the shipments have been \$773,000, as follows: on Tuesday, \$268,000, and on Wednesday, \$505,000. The reduced London quotations for U. S. Securities have tended to strength the speculative interest. The *Rising Star* arrived at this port on Wednesday from Aspinwall, with a treasure freight of some \$523,000.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$4,107,663, against \$1,589,049 same time last year. The customs demand for Gold last week, averaged \$288,402 a day; thus far, this week, it has been equal to \$389,219 a day, or equal to a weekly aggregate of \$2,335,814. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$7,179 and from California, \$523,000. The total customs revenue of the Government, in coin, at this port, during the fiscal year ending with June 30, 1868, was \$113,529,891, against \$122,667,016 in the preceding fiscal year. The customs revenue in coin at this port, since Jan. 1, 1868, has been \$59,457,362, against \$64,118,511 same time in 1867. The total receipts of California gold at this port, in the last fiscal year, ending with July 1, 1868, were \$36,726,790, against \$38,838,762 in the preceding fiscal year, showing a decrease of \$1,611,972 in 1867-'68. The receipts from the same source, since Jan. 1, 1868, have been \$23,295,754, against \$14,793,540, in 1867, showing an increase thus far in 1868, of \$8,502,214. The exports of specie, hence, year ending with July 1, 1868, were \$76,256,594, against \$41,366,932 same time in 1866-'7. The exports of specie from this port, last week, were \$3,947,-

891, against \$4,659,935 same week last year; total, since Jan. 1, 1868, \$55,425,178, against \$31,213,658 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$4,029,000; since Jan. 1, 1868, \$54,077,367, against \$35,993,329; and during the last fiscal year, ending with June 30, 1868, \$73,485,386, against \$54,218,392 in 1866-'7. The specie exports from San Francisco, from Jan. 1, to June 29, 1868, were \$20,360,325, against \$19,179,374 same time last year.

Government received \$3,970,123 from customs at the port of San Francisco, from Jan. 1, to June 29, against \$3,578,322 same time in the preceding year.

Foreign Exchange has been in quite moderate demand, yet as the offerings of prime bills have been limited, rates have been well supported. Bankers' prime sixty day bills on London closed on Wednesday at 110½@110½, and on Paris to 5.15c. @5.12½; sight bills on London to 110½@110½, and on Paris to 5.11c. @5.10. The offering of produce bills has been moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$2,317,411, against \$3,325,599 same week last year; total, since Jan. 1, 1868, \$90,958,806 against \$104,178,966 in 1867; and grand total, during the fiscal year ending July 1, 1868, \$179,784,280, against \$195,544,905 in 1866-'7.

Government securities have been in rather more request, chiefly for home investment purposes, and prices have exhibited more firmness, with, however, very little buoyancy. The offerings of both bonds and notes have been on a less extensive scale, and the leading street holders have been much less desirous of realizing. Seventy-thirties of the June issue have been in less favor. The extended privilege of conversion matured on this issue on Wednesday, July 15, when the notes commanded a premium of 8½@8½ per cent. Like the matured first (or August) series, the outstanding notes of the June issue will now be redeemed in currency, we presume.

U. S. sixes of 1881 closed here on Wednesday (ex July 1, coupon,) at 113½@113½; U. S. Five-twentieths of 1862, 113@113½; U. S. Five twentieths of 1864 at 110½@110½; U. S. Five-twentieths of 1865 at 111½@111½; U. S. Five-twentieths of 1865, consolidated, 108½@108½; U. S. Five-twentieths of 1867, 108½@108½; U. S. Five-twentieths of 1868, 108½@109; U. S. Ten-forties at 107½@107½, and U. S. Seven-thirties at 108½@108½; U. S. Six per cent. currency bonds, 102½@103. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ½@¼ of 1 per cent. on these figures:

August, 1865....118½ | October, 1865....117½
September, 1865....118
U. S. three per cent. certificates.....100½

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 1.	July 8.	July 15.
Consols.....	94½	95	94½
U. S. 5-20's of 1862...	78½	73½	72½
Erie.....	45½	46	43½
Ill. Central.....	101½	102	92

* Ex-dividend.

Railway and miscellaneous stocks have been

much less freely dealt in, and quite seriously depressed in price, partly because of the apprehensions excited by the discovery of forged certificates of various lots of shares, in all amounting to some \$200,000.

General business has been comparatively tame, since our last. All the leading kinds of domestic produce have been in limited demand and depressed in price. Middling upland cotton closed strong on Wednesday at 32 cents, per lb. The stock of cotton now here is estimated at about 57,500 bales. The receipts at the port this week, have averaged only about 1400 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,170,000 bales, against 1,842,000 bales same time last year; exports, same time 1,682,500 bales, against 1,489,000 bales same time last year; stock on hand at latest dates, 100,000 bales, against 180,000 bales same date last year. At the Live Stock markets, this week, Beeves have been in more demand and firmer at from 12½@17c. per lb.; week's receipts, 5,810. Veal calves have been in less request, and heavy at from 7@12c. per lb.; receipts, 1,945. Sheep and lambs have been moderately active at from 3@6½c., and 7@9½, respectively, per lb.; receipts, 22,564. Swine have been in good demand at from 9½@10½c. per lb.; receipts, 15,007. Foreign merchandise has been in limited request and irregular in price. The total imports of foreign dry goods, last week, were \$1,280,470, and the total amount marketed \$1,063,125. The value of foreign merchandise imported last week, was \$3,082,774—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$4,363,514, against \$3,850,662, same week last year; from Jan. 1, 1868, \$128,959,843, against \$137,949,424 same time in 1867; and year ending July 1, 1868, \$238,283,518, against \$269,831,007 in 1866-'7. Freights have been rather firmer, but not very active. For Liverpool we quote flour at 1s. 3d. @1s. 4½d. by sail, and 1s. 6d. @1s. 9d. by steamer, per bbl.; grain at 4½@5d. by sail, and 6@6½d. by steamer, per bushel; cotton at ½d. @1d. by sail, and ½d. @1d. by steamer, per lb.; and heavy goods at 10s. @25s. by sail, and 15s. @27s. 6d. steamer, per ton. Total number of vessels in port on Wednesday 477.

The New York exports, exclusive of specie, for the week ending July 14, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	\$3,325,599	\$2,317,411
Prev. reported.....	100,853,268	88,641,395
Since January 1.....	\$104,178,867	\$90,958,806

The imports for the week ending July 11, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	\$1,699,056	\$1,280,470
Gen. merchandise.....	3,113,520	3,082,774
Total for the week.....	\$5,412,576	\$4,363,244
Previously reported....	132,536,848	124,596,599

Since January 1.....\$137,949,424 \$128,959,843

The balance in the Sub-Treasury on Wednesday was \$82,523,255.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State 7s Bonny Loan, reg., 108½; Georgia 6s, 83; do., 7s, 93½; Louisiana 6s, 68½; Michigan 6s, 1878, 96; Brooklyn 6s, Park Loan, 94; do., W. L., 94; Jersey City W. L., 93½; Hannibal and St. Joseph conv. bonds, 98; Boston, Hartford and Erie guar. bonds, 89½; Galena and Chicago 1st mort., 100½; Chicago and Milwaukee 1st mort., 91½; Ohio and Mississippi con. bonds, 87; Milwaukee and St. Paul 1st mort., Iowa Div., 90; Long Dock bonds, 98; Marietta and Cincinnati 1st mort., 94; Indianapolis and Cincinnati 51½; Joliet and Chicago R. R., 91; Rome, Watertown and Ogdensburg R. R., 110; Second Avenue R.R., 40; Dubuque and Sioux City, 75; Adams' Express, 52½; Merchants' Union Exp. Co., 24½; American Exp., 45½; U. S. Exp., 46½; N. Y. Guano, 4½; Union Navigation Co., 27½; Boston Water Power, 16½; Cary Imp., 10; Western Union Telegraph, Co., 34½; do., 7s, 88; Manhattan Gas, 210; Fourth National Bank, 105½; Bank State of New York, 120½; Ocean Bank, 105½; Central National Bank, 106½; Mechanics' Bank, 130; Phoenix Bank, 104; Metropolitan Bank, 135; Bankers' and Brokers' Ass., 106; Irving Bank, 105½; Ninth National Bank, 107½; Am. Ex. Bank, 121; Bank of Republic, 121½; Bank of Commerce, 125; Consol. Gregory, Gold, 4.20; Edgehill Mining, 4.20; La Crosse Gold, 0.40; Montana Gold, 0.54; New York Gold, 0.75; Quartz Hill, 1.10; Rynd Farm Oil, 0.18; Smith and Parmalee, 3.75; United States, petroleum, 1.95; Walkill Lead, 0.17.

Philadelphia.—Camden and Atlantic R.R., 11½; Harrisburg and Lancaster 6s, 89; North Pennsylvania 7s, 87½; Phila. and Reading 6s, 1843-'80, 91½; Lehigh Navigation R. R. Loan, 88; Connecting R. R. bonds, 87; West Jersey R. R. 6s, 90½; Thirteenth and Fifteenth streets R. R., 15; Chestnut and Walnut street R. R., bonds, 82; Pennsylvania State 5s, coupon, 99½; Pittsburgh 5s, 92½; Ocean Oil, 1½; St. Nicholas Coal, ½; Mechanics' Bank, 31; Commonwealth Bank, 56; Manufacturers' Bank, 31; Phila. Bank, 161; Girard Bank, 61. The latest quotations are: City 6s, 99½@100; do., free of tax, 102½@102½; State 5s, reg., 93@—; do., coupon, 99½@100½; do., 6s, W. L., 101½@103; Reading, 47@47½; do., 6s, 1870, 104½@105; do., bonds, 91½@—; Camden and Amboy, 130@130½; do., mort. 6s, 1889, 96½@97; do., 1883, 90½@91½; Penn. R. R., 52½@52½; do., 1st mort., 99½@100; do., 2d mort., 99@—; Little Schuylkill R. R., 44@44; Morris Canal, 31@50; do., pref., 75½@—; do., bonds, 86@90; Wyoming Valley Canal, 38@40; do., 6s, 80@83; Susquehanna Canal, 15@15½; do., 6s, 60@61; Sch. Nav., 11@12; do., pref., 21@21½; do., 6s, 1882, 71@71½; Union Canal bonds, 12@12; Delaware Div. Canal, 48@50; do., bonds, 80@—; Elmira and Williamsport, 31@32; do., pref., 41@45; do., 7s, 1878, 93@95; do., 5s, 61@62; Lehigh Coal and Navigation, 21@21½; do., bonds, 1884, 82@82½; North Pennsylvania, 33@34; do., 6s, 90@—; Philadelphia and Erie, 26@26½; do., 6s, 91½@91½; Minehill, 56½@57; Catawissa, 97½@10; do., pref., 82@82½; Lehigh Valley, 54@54; do., bonds, 95@96; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 49@50½; West Philadelphia, 65@66; Spruce and Pine, 24@25; Green and Coates, 31@31½; Chest-

nut and Walnut, 46@50; Thirteenth and Fifteenth, 15@16; Girard College, 26@27; Tenth and Eleventh, 66@—; Union, 43@45; Westerville, 10@10½.

Boston.—Boston, Hartford and Erie 7s, 72; do., new, 57½; Vermont Central 1st mort., consolidated, 80; Union Pacific R. R. 6s, 101½; North Missouri 7s, 83½; Western R. R. 6s, 1875, 98½; Rutland and Burlington 1st mort., 149; Cedar Rapids and Missouri River R. R. 7s, guar., 91½; St. Joseph and Council Bluffs R. R. 10s, 109½; Michigan Central 8s, 1882, 115½; Vermont Central and Vermont and Canada 8s, 103; Burlington and Missouri River R. R. 7s, 96; Connecticut and Passumpsic Rivers R.R., 91; Eastern (N. H.) R.R., 116; Indianapolis and Cincinnati, 25; Boston Water Power Co., 16; Cary Imp., Co., 10½; East Boston Co., 12; Maine 6s, 1871, 100½; New Hampshire 6s, 1884@1870, 100½; Massachusetts 6s, 1871, gold, 125; do., currency, 103; do., 5s, 1893, gold, 111½; Chicago 7s, River Imp., 99; do., W. L., 99; do., sewerage, 99½; Cambridge 6s, 1875, 100; do., 1888, 108½; Portland Water Works 6s, gold, 100; Salem 6s, 1883, W. L., 100; Lynn 6s, 1886, 100; Boston 6s, 1874, currency, 102½; Bunker Hill National Bank, 121; Blackstone National Bank, 132½; Hide and Leather National Bank, 93½; Mount Vernon National Bank, 119; National Bank of North America, 111; Webster National Bank, 110½; Allouez Mining Co., 3½; Winthrop, 50c.

Baltimore.—Richmond and Danville R.R. bonds 70; Central Ohio 1st mort., 88; Parkersburg R. R. 27½; Virginia 6s, old, reg., 48; do., 1866, 46; do., 1867, reg., 46; Maryland Defence, 100; Atlantic Coal, 1.55; Balt. and Cuba S. & M. Co., 44½; Bank of Baltimore, 114; Farmers' and Merchants' Bank, 49; Western Bank, 28½; Citizens' Bank, 15½; Union Bank, 60½; Franklin Bank, 13½; Farmers' and Planters' Bank, 32; National Exchange Bank, 98; Mechanics' Bank, 11½. The latest quotations are: Balt. and Ohio, 123½@124; do., 6s, 1875, 96@96; do., 1880, 96@96; do., 1885, 97@97½; Northern Central, 48½@49; do., bonds, 1886, 83@83; do., 1900, 82@82½; Parkersburg Branch, 27@27½; N. W. Va., 1st mort., 94@—; do., 2d mort., 90@—; do., 3d mort., 1873, 95@—; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 94½@95; do., 2d mort., 76½@75½; Central Ohio, 35½@36; do., 1st mort., 87@88; Western Md. 6s, 1890, 77@91½; do., guar., 96@96½; Baltimore 6s, 1875, 98½@98½; do., 1886, 97@97; do., 1890, 97½@98; do., 1893, 97@97; do., 5s, 1838-70, 80@80; City Passenger R. R., 19@19; George's Creek, 55@58; Santa Clara, 1.50@3.00; Atlantic Coal, 1.45@1.55.

Railroad from Allegan to Holland, Mich.
We learn that the citizens of these places have just united in organizing a company to build a road from the former to the latter place, a distance of 22 miles. Allegan lately secured a road from Kalamazoo, and now she aids in extending the line to Holland city, on the Eastern shore of Lake Michigan.

The capital stock is mostly subscribed and five per cent. paid in. The road will be extended by other companies northward to Grand Haven, Muskegon and Grand Traverse city. It will be a lake shore road, and must develop to an immense degree the Western portion of the State.

European and North American Railway.

The Annual Meeting of the Stockholders of the European and North American Railway Company for Western Extension was held at St. John, N. B., on the 17th ult. The Directors report the road rapidly progressing, and that there is every probability of its being opened for traffic to Fredericton on the 1st of January next, and to Woodstock and the border of Maine in June following. The Treasurer acknowledges receipt of cash from the Province, the City of St. John, and from shareholders amounting to about \$430,000, of which \$392,000 has been paid to the contractors, \$10,000 for material and expenses, leaving some \$28,000 at present in the Treasury towards meeting a liability of some \$60,000 now or shortly to become due. Sleepers for the whole road have been procured and the most of them distributed along the line. Upwards of 2,000 tons of rails have been purchased in England, a portion of these being now on the ocean and the balance ready for shipment. Two locomotives and a quantity of rolling stock have been procured in the United States, the bonds of the company having been taken in exchange. Over eleven hundred laborers are now employed on the road.

The share lists show that the larger portion of the subscribers have responded to the several calls for payments, and that those who seem desirous of repudiating are few and their subscriptions small. The calls on the City Corporation for its stock have been promptly met.

After the thanks of the Shareholders had been voted to the retiring Board for their unwearied and gratuitous services, the following gentlemen were elected Directors for the ensuing year:—Wm. Parks, Esq., Major W. B. Robinson, F. T. C. Burpee, Esq., Alex. Jardine, Esq., and L. Carvel. At a subsequent meeting of the Directors, William Parks, Esq., was unanimously re-elected President; Charles N. Skinner, Esq., Solicitor; T. Barclay Robinson, Esq., Secretary and Treasurer.

A A preliminary meeting has been held at Lewisville, by parties interested in the construction of a railroad from Wilmington, Del., to Peach Bottom, on the Susquehanna river. A committee of six was appointed to confer with the friends of the road in Wilmington, for the purpose of arranging for a general survey of the routes suggested.

T Tennessee State bonds, to the amount of \$300,000 have been issued to the Southwestern Railroad Company, which proposes constructing a railroad from McMinnville Tenn., to Danville, Ky.

A A road is in contemplation to Upper Somerset from Fisher's Ferry, on the Portland and Kennebec road, by way of Canaan and Hartland to St. Albans, to be leased and run by the Portland and Kennebec company.

T The trains of Pacific Railroad are now running to Wadsworth, one hundred and ninety miles east from Sacramento City, and five hundred miles from Salt Lake.

T The county of Nicholas, in West Virginia, has voted in favor of a subscription of \$50,000 to the preferred 8 per cent. stock of the Chesapeake and Ohio Railroad.

Railroad Earnings.—Weekly.

The earnings of the Western Union Railroad for the 1st week in July, 1868.....	\$12,832 20
Corresponding week previous year.....	13,121 61

Decrease.....	\$289 41
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The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week in July, 1868, were.....	\$74,605 00
Corresponding week of 1867.....	68,928 00

Increase.....	\$10,677 00
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The earnings of the Michigan Central Railroad for the 1st week in July, 1868, were.....	\$75,943 10
Corresponding week of previous year.....	60,761 41

Increase.....	\$15,181 69
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The earnings of the Marietta and Cincinnati Railroad the 1st week in July, 1868, were.....	\$24,418 00
Corresponding week previous year.....	23,603 00

Increase.....	\$815 00
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The earnings of the Chicago and Rock Island Railroad for the first week in July, 1868, were.....	\$88,700 00
Corresponding week of previous year.....	69,552 00

Increase.....	\$19,148 00
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The earnings of the Chicago and Northwestern Railroad for the 1st week in July, 1868, were.....	\$239,350 32
Corresponding week previous year	192,924 48

Increase.....	\$46,425 84
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The earnings of the Detroit and Milwaukee Railroad for the first week in July, 1868, were.....	\$35,330 86
Corresponding week of 1867.....	35,057 72

Increase.....	\$273 14
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The earnings of the Toledo, Wabash and Western Railroad for the first week of July, 1868, were.....	\$66,899 89
Same week in 1867.....	70,113 82

Decrease.....	\$3,213 93
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The earnings of the Chicago and Alton Railroad for the 1st week in July, 1868, were.....	\$83,882 80
Corresponding period previous year	75,720 11

Increase.....	\$8,162 69
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Illinois Central Railroad.

The statement of this Company for the month ending June 30, 1868, is as follows:

LAND DEPARTMENT.

Acres Construction Lands	
Sold.....	15,556,62 for \$147,169 22
Acres Int. Fund Lands	
sold.....	120,00 for 1,644 20

Acres Free Lands sold..	1,819,08 for 25,226 40
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Total sales during month of June, 1868.....	17,495.70 for \$174,039 82
To which add Town Lot Sales	1,230 00

Total of all.....	17,495.70 for \$155,269 82
Cash collected in June	\$220,507 52

TRAFFIC DEPARTMENT.

Receipts from Freight	\$338,486 00
do. Passengers	124,174 27
do. Mails	6,358 38
do. Rent of Road.....	4,000 00
do. Other Sources.....	70,000 00

Total Receipts in June, 1868.....	\$543,018 60
Total Receipts in June, 1867.....	\$496,257 54

Estimated earnings in the month of June, on the D. & S. C. R. R., not included above.....	\$78,666 00
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The preferred stock of the Rutland Railroad, upon which a dividend of 3 1/2 per cent. has been declared, is listed only in exchange for	
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first mortgage bonds of the Rutland and Burlington Railroad Company. To secure this dividend conversion must be made on or before the 25th inst., when the books will be closed for making up the dividend.

Commerce of New York.

The foreign imports at New York for the month of June, are officially stated as follows:

1867. 1868.	
Entered for consumpt'n. \$8,947,879	\$8,786,471
Do. for warehousing..... 10,478,305	10,068,867
Free goods..... 1,043,040	788,149
Specie and bullion..... 499,184	888,111

Total entered at port..... \$20,967,908	\$20,471,598
Withdrawn fr. wareh'se 6,910,287	6,658,943

The foreign imports at New York for the six months from January 1st, were:

1867. 1868.	
Entered for consumpt'n. \$84,972,615	\$85,924,841
Do. for warehousing... 64,071,291	59,723,073
Free goods..... 5,975,691	4,954,049
Specie and bullion..... 1,556,696	5,738,543

Total entered at port..... \$136,576,293	\$127,640,863
Withdrawn fr. wareh'se 59,487,891	51,922,215

The foreign imports at New York for the fiscal year ending June 30, were:

1866-'67. 1867-'68.	
Entered for consumpt'n. \$140,013,482	\$121,493,242
Entered for warehouse. 117,877,762	106,408,721
Free goods..... 11,940,663	10,022,539
Specie and bullion..... 9,954,539	5,738,543

Total entered at port. \$279,786,446	\$243,713,045
Withdrawn fr. wareh'se 109,735,319	99,210,380

The imports for the year ending June 30, are described as follows:

1866-'67. 1867-'68.	
Dry goods..... \$103,407,278	\$77,254,182
Gen. mdse..... 166,424,629	160,670,320
Specie and bullion.... 9,954,539	5,738,543

Total imports..... \$279,786,446	\$243,713,045
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The revenue from customs at New York, were:

1867. 1868.	
In June..... \$7,725,135 60	\$7,678,200 69
Previous 5 mos. 51,629,558 80	47,772,547 96
Total 6 months. \$59,354,688 90	\$55,450,748 65
Total fiscal year. \$119,886,260 72	\$110,182,050 09

The exports from New York to foreign ports in the month of June, were:

1867. 1868.	
Domestic produce.... \$14,846,769	\$10,634,544
Foreign free goods.... 43,214	32,946
Do. dutiable..... 713,139	641,409
Specie and bullion.... 6,724,272	11,823,628

Total exports..... \$21,827,892	\$23,139,527
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Do. exclusive of specie. 15,103,120	12,508,899
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The exports from New York to foreign ports for six months from January 1st, were:

1867. 1868.	
Domestic produce.... \$91,147,858	\$79,101,312
Foreign free goods.... 287,238	404,249
Do. dutiable..... 4,211,544	3,909,473
Specie and bullion.... 24,595,662	49,103,600

Total exports..... \$120,242,302	\$132,518,634
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Do. exclusive of specie. 95,646,640	83,415,084
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The exports from New York to foreign ports for the fiscal year ending June 30, were:

1867. 1868.	
Domestic produce.... \$173,549,691</	

ticipated that the entire line will be completed in two years from the present date. It is believed that the traffic will yield a net profit of upwards of 7 per cent. on the capital expended, gradually increasing to 15 per cent.

The report of Mr. Collinson, C. E., and the authority for issuing these bonds, and other documents, can be inspected at the office of Messrs. Janson, Cobb, and Pearson, who act for the Company in London.

The West Wisconsin Railway runs from Tomah to Hudson, and is a continuation of the Milwaukee and La Crosse Railway, and connecting at Hudson with the St. Paul and Pacific Railway will become an important section of the great overland route to San Francisco and the Western States, and the Government grant of territory cannot fail to become an important feature in the undertaking.—*Herapath, June 27.*

To Engineers.

SEALED PROPOSALS ARE INVITED by the undersigned on behalf of the commission appointed by the laws of 1868, for laying out opening and closing streets roads and avenues in the town of Morrisania.

For making a complete survey of said town with a map fully showing the whole matter, and a copy of the same, subject to the approval of the Commissioners, for a fixed sum. All offers must be handed to

THOMAS E. SUTTON,
142 Fulton Street, N. Y.
Or to G. MORRIS,
Port Morris.

On or before 10th Aug., prox.

ELASTIC SPONGE.

Superior to Cur'd Hair or any other article now in use for

RAILROAD CUSHIONS,
MATTRASSES
AND ALL UPHOLSTERY.
ELASTIC SPONGE

Is proof against insect life, does not decay, is always clean, and is of indestructible elasticity.

VAN NORDEN & GOURAND,
36 Howard street.
Agents of American Pat. Elastic Sponge Co.

Descriptive pamphlets mailed on application.

FOR SALE.

Two New First-class Locomotive
Engines and Tenders of 4 ft. 8 1/2
in. Gauge—Cylinders 16×24, Drivers 5 ft.
diam.

KASSON & CO.,
119 Broadway, N. Y.

P. O. Box 5, 195.

LUBRICATING OILS.

FIRST PREMIUM. 1867.

Awarded by the American Institute to
CHESBROUGH & CO., 132 Malden Lane, New York.

"These oils are fully equal in quality to any known to the judges, being perfectly neutral and free from any objectionable features." Signed,

HORACE GREELEY, President.

Perfectly pure (not mixed), absolutely free from gum; manufactured without acids; will stand any temperature; cheaper than any other good oils in market.

660 MILES OF THE UNION PACIFIC RAILROAD

Are now finished and in active operation. One hundred and twenty miles have been built in the last three months. More than twenty thousand men are employed, and this average of forty miles per month will be continued throughout the season, making NINE HUNDRED COMPLETED MILES by January 1st, and it is now probable that the ENTIRE GRAND LINE TO THE PACIFIC WILL BE OPEN FOR BUSINESS IN 1869.

No other first-class railroad in the world has been built and equipped so rapidly as the Union Pacific, which runs west from Omaha

ACROSS the Continent.

The United States Government makes of this railroad a GREAT NATIONAL WORK, and aids its construction by very liberal grants of money and of lands. To further insure the speedy completion of the road, the Company are authorized to issue their own

First Mortgage Bonds

having thirty years to run, and having interest coupons payable semi-annually at the rate of six per cent. in gold. The principal, as well as interest, is made

PAYABLE IN GOLD.

The Mortgage Bonds of nearly all other railroads in this country, are payable, principal and interest, in currency; and it is asserted, without fear of contradiction, that no other railroad company in the world, building so great an extent of road, issues bonds of equal value with the First Mortgage Bonds now offered for sale by the Union Pacific Railroad Company.

The price of these Bonds is now 102, and accrued interest from July 1, in currency. The Company believe that at this price their bonds are the

Safest and Most Profitable Investment

in the market, and they confidently expect that they will shortly command a higher premium than any similar security. The Company reserve the right to advance the price at any time, and will not fill any orders or receive any subscriptions on which the money has not been actually paid at the Company's office before the time of such advance. Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,
AND BY

John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by leading Bankers generally throughout the United States.

Remittances should be made in drafts or other funds paid in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York,
JULY 2, 1868

JOHN W. GOULD & CO., FOREIGN & AMERICAN IRON & STEEL RAILS,

Of all Weights and Patterns.

RAILROAD SUPPLIES,
Including LOCOMOTIVES, CARS of all kinds, CAR WHEELS
and AXLES, STEEL and IRON TYRE, CHAINS and SPIKES,
MACHINERY and TOOLS, BAR IRON, CAST STEEL FITTINGS of
every description, etc., etc.

Iron Bridges and Roofing.

Plans and Estimates furnished on application.

65 WALL STREET, New York.
JOHN W. GOULD.

FOR SALE.

TWO FIRST CLASS SIXTY PASSENGER
Coaches, 4, 8 gauge, Compromise Wheels.

MICHAEL SCHALL,
Empire Car Works, York, Pa.

To Tunnel Contractors.

The Commissioners of the Troy and Greenfield Railroad and the Hoosac Tunnel, acting for the State of Massachusetts, invite proposals until the 12th day of August next, for completing said Tunnel, either in separate contracts for three different sections of the work, or in one contract for the whole.

The Tunnel when completed will be 4½ miles long.

From the East End the mountain has been penetrated about one mile, and for a portion of that distance the section has been enlarged to the full width of 24 and height of 20 feet. The enlargement is required to be finished, and working continued westward.

The Central Shaft, 27 by 15 feet, has been sunk 583 feet, and remains to be sunk 447 feet to grade; and the Tunnel is to be driven in each direction therefrom.

The West Shaft Workings, located about half a mile from the west portal, embrace two auxiliary shafts used mainly for pumping and ventilation, and the headings driven in each direction make an aggregate length of about 2300 feet.

The depth of the west shaft to grade is 318 feet.

The West End, where arching is required, is already under contract to a point about 930 feet from portal, and from this point a draining drift is to be run eastward to meet workings from west shaft, which will obviate the necessity of pumping probably by the close of the present year.

The existing buildings, and fixed machinery provided by the State for hoisting, pumping, ventilation, and supply of compressed air to the drilling machines, now successfully operating in the rapid advance of the work, will be turned over to the contractors as they are.

A sufficient appropriation has been made by the State for the completion of the whole work.

Ample sureties will be required from parties who may be contracted with, and the Governor and Council reserve the right to reject all offers that may be made.

Plans may be seen, and specifications obtained, on application to B. D. FROST, Superintending Engineer, at the Engineers' Office in North Adams, Mass., or to B. H. LATROBE, Consulting Engineer, at his office, 49 Lexington street, Baltimore, Md. Specifications and other information may be had at the State House, in Boston, from TAPPAN WENTWORTH, Commissioner, to whom proposals will be addressed.

ALVAH CROCKER,
TAPPAN WENTWORTH, Commissioners.
S. W. BOWERMAN,

PROPOSALS.

NOTICE TO RAILROAD CONTRACTORS.

OFFICE OF THE NEW YORK AND OSWEGO
MIDLAND RAILROAD COMPANY,
ONEIDA, N. Y., June 9th, 1868.

SEALED PROPOSALS WILL BE RECEIVED AT the office of the Company, in Oneida, N. Y., until the 25th day of July, 1868, at noon, for the Grading, Masonry and Bridging of that portion of the New York and Oswego Midland Railroad extending from Middletown, Orange County, to Westfield Flats, in Sullivan County, via Phillipsport, Liberty, and intermediate towns; also, including the Branch from the Main Line to Ellenville. The above work will include a Tunnel of about three thousand (3,000) feet in length, through the Shawangunk Mountain, for which separate proposals are invited.

The line will be divided into Sections, of convenient length, and Proposals may be made for separate Sections or for the entire work. The Company will entertain separate proposals for Bridging only. Plans, Profiles, and Specifications will be ready for examination at the office of the Engineer, in Middletown, N. Y., where all necessary information may be obtained, on and after the 15th day of July, 1868.

Sealed Proposals will also be received at the office of the Company, in Oneida, N. Y., until the 30th day of July, 1868, at noon, for the Grading, Masonry, and Bridging of the New Berlin Branch, in Chenango County, extending from the Main Line, at East Guilford, to New Berlin, a distance of 22 miles. Plans, Profiles, and Specifications will be ready for examination at the office of the Engineer, in Oneida, N. Y., where all the necessary information may be obtained, on and after the 23d day of July, 1868.

D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer.

Mathematical Instruments.

OF BEST SWISS, FRENCH & AMERICAN MANUFACTURE.

T. H. McALLISTER,
49 Nassau street, N. Y.

SPECIFICATIONS FOR PROPOSALS.

OFFICE NEW ORLEANS, OPELOUSSA AND GREAT WESTERN RAILROAD COMPANY.

New Orleans, June 6, 1868.

The New Orleans, Opelousas and Great Western Railroad Company desiring that a connection shall be formed between their present terminus at Berwick's Bay, and the Houston and New Orleans Railroad, which terminates at the Sabine River, and which when completed, (the distance being 163 miles,) will connect New Orleans with almost the entire railroad system of Texas, the President and Directors of said Company, therefore propose to such party or parties as may undertake to fill up such gap, the following terms and conditions, to wit:

1. Will lease the right of way and the franchises now possessed by said company from their present terminus at Berwick's Bay to the town of Vermillionville, the grading of which is almost entirely completed for these 63 miles, and will, at the same time, lease the right under their charter to build the branch railroad from Vermillionville to the Sabine River, at or near Orange, the same having been already located by resolution of the Board of Directors. The distance between these points is 100 miles. The Company reserving to itself the right of way and transportation or payment of proportionate freights and passage money from the present terminus of the road to any extension towards Opelousas, of its road beyond Vermillionville.

2. The said lease to continue for a term of years to be agreed upon between the Company and the Lessees. At the end of the lease the property to be valued by disinterested parties, the Railroad Company to select three, and the Lessees three, the two, if need be, to call in an umpire whose decision will be final. The Railroad Company reserving the right to purchase said property at such valuation, but if not then promptly paid for by said Company, the lease to be extended for a further term of years, and so on, until finally purchased and paid for by said New Orleans, Opelousas and Great Western Railroad Company. The grading already made between Berwick's Bay and Vermillionville, to be valued by competent engineers at the time of entering into a contract, but not to be paid for by lessees until the end of the first lease, herein provided for.

3. The parties leasing to obligate themselves to connect with no other railroad which might hereafter be built, terminating at or near the City of New Orleans, and further obligating themselves to do no act which will infringe the rights under the present charter of said Company, and also to hold said company harmless against any loss which might result from acts committed on that portion of road now proposed to be leased.

4. Should the Lessees succeed in obtaining a land grant on the line of railroad beyond Berwick's Bay, it will be and remain the property of said lessees, this Company claiming none of its benefits, and incurring no portion of the responsibility attending it.

5. Transportation to be furnished said Lessees over the Company's road, as follows, viz:

The President, Directors and officers of the road, including engineers, superintendents, road masters and bridge builders free of charge. Transportation of laborers going out to be charged one-third the regular fare. Provisions and supplies to be charged one half of regular rates. Material, other than iron and cross-ties, to be charged one half of regular rates. Iron to be charged one dollar per ton, and cross-ties (if any) fifteen cents each. Lessees to load and unload the cars.

6. The road thus to be built shall be a first class railroad in every respect. The gauge to be the same as the Company's road—say 5 feet 6 inches. The iron used not to be less than 55 lbs per yard.

7. The said Lessees to obligate themselves to commence said road within four months, and have it finished and in running order to the Sabine River, connecting with the Houston road at or near Orange, within three years from date of signing the lease.

8. In order to ensure the faithful performance of the contract the Lessees will be required to execute a bond to an amount, and with good and satisfactory security to the satisfaction of the Board of Directors.

9. The Company reserves the right to reject any and all bids.

Another proposition and for which proposals are also invited, is to lease the road, including depots, stations, rolling stock, etc., from Algiers, opposite New Orleans, to Brashear City, including the franchises of the Company beyond to Texas, under the following conditions:

1. That the party or parties proposing to lease shall state the least number of years he or they will lease the road, on the following conditions:

2. The accrued interest to October the 1st, 1868, on the mortgage bonds, (said bonds maturing in 1889,) to be provided for by the lessee.

3. The semi-annual interest on same bonds, accruing yearly after date, and payable on the first days of April and October of each year, say \$160,000 per annum, to be also provided for by said lessee.

4. The road to be built over the route from Berwick's Bay to New Iberia, thence to a point at or near Vermillionville, thence in a westerly direction to a point on the Sabine River, connecting with the Houston and Beaumont road.

5. The building of the road to be commenced within four months after signing the contract of lease, to be prosecuted with all dispatch, and to be fully and finally constructed within three years from the signing of the lease.

6. The grading, culverts, etc., now made beyond Berwick's Bay, to be taken by the Lessee at a valuation to be ascertained by experts, one to be appointed by each party,

in case of disagreement they to select an umpire, and to be paid for on such terms as shall be hereafter agreed on.

7. The road to be built, equipped and maintained during the entire lease as a first class road in every respect.

8. At the close of said lease, the said road, depots, stations, rolling stock, etc., from Berwick's Bay to the Texas line, shall be valued by experts, one to be appointed by each of the parties thereto, and in the event of disagreement, the two to select an umpire, whose decision shall be final. The value thereof thus ascertained shall be subscribed as stock in the present Company, it being well understood that all costs of maintenance, as well as expenses of operating the road, shall be at the exclusive charge of the Lessee.

9. The contract with Charles Morgan for running a line of steamers to Texas, extending to 1871, to be carried out by the Lessee in every respect.

10. The present road to Berwick's Bay, including depots, machine shops, rolling stock, bridges, etc., to be turned over to the Lessee after inventory and appraisal, and the said property, or property of like character and value, and like condition and good order, to be returned to the company at the expiration of said lease.

11. The Lessees, to ensure the faithful performance of the contract, to furnish security to the satisfaction of Board of Directors.

12. The said Lessees shall contribute and pay each year the sum of \$5000, payable quarterly, to keep up and maintain the organization of the Railroad Company during the existence of this lease.

13. The said Lessees obligate themselves to do no act which may operate a forfeiture of the charter, and shall hold the said N. O. O. and G. W. R. R. Co. harmless against any and all acts of theirs.

Scaled proposals will be received at the office of the Company in New Orleans, No. 69 Canal street, until the first day of September next, at 12 o'clock, M., the Company reserving the right of rejecting any or all bids.

For particular information apply to

C. P. LEVERICH,

President Bank of New York.

JOSEPH C. BUTLER,

President Lafayette Bank, Cincinnati, Ohio.

CHAS. PARSONS,

Cashier State Savings Association, St. Louis, Mo.

GEO. STURGIS,

President Northwestern National Bank, Chicago, Ill.

Or to the undersigned,

A. B. SEGER, President.

RAILROAD IRON.

1700 TONS T RAILROAD IRON—ERIE PAT-
tern, 56 lbs. per yard, Bailey Bros. & Co's make
for sale by

J. BOORMAN JOHNSTON & CO.,
90 Broadway.

HAMILTON SQUARE RUBBER WORKS.

C. V. MEAD & CO.,
Manufacturers of Superior Quality

INDIA RUBBER CAR SPRINGS, BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 18,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J. (C. V. Mead & Co.) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,

Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.

C. V. MEAD. R. L. HUTCHINSON.
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A descriptive manual of Mathematical Instruments (a pamphlet of 112 pages) sent free on application.

A. WHITNEY & SONS CAR WHEEL WORKS,

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FURNISH CHILLED WHEELS for Cars, Trucks, and Wagons, CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES. WHEELS and AXLES FITTED COMPLETE.



Factory, TRENTON, N. J.
Office, 2 Jacob st., New York.

PENNSYLVANIA RAILROAD COMPANY,
Treasurer's Department.

PHILADELPHIA, May 2, 1868.

NOTICE TO STOCKHOLDERS.—The Board of Directors have this day declared a semi-annual dividend of THREE PER CENT. on the Capital Stock of the Company, payable in cash, clear of National and State taxes, and a further dividend of FIVE PER CENT., payable in Stock, on and after May 30.

Blank powers of attorney for collecting dividends may be obtained at the office of the Company, No. 238 South Third Street.

THOMAS T. FIRTH,
Treasurer.

OFFICE PENNSYLVANIA RAILROAD COMPANY, Philadelphia May 13th, 1868.

Notice to Stockholders.—In pursuance of resolutions adopted by the Board of Directors at a stated meeting held this day, notice is hereby given to the Stockholders of this Company, that they will have the privilege of subscribing, either directly or by substitution under such rules as may be prescribed therefor, for Twenty-five per cent. of additional Stock at par, in proportion to their respective interests as they stand registered on the books of the Company, May 20th, 1868.

Holders of less than four Shares will be entitled to subscribe for a full share, and those holding more shares than a multiple of four shares will be entitled to an additional share.

Subscriptions to the new Stock will be received on and after May 30th, 1868, and the privilege of subscribing will cease on the 30th day of July, 1868.

The instalments on account of the new shares shall be paid in cash, as follows:

1st. Twenty-five per cent. at the time of subscription, or on or before the 30th day of July, 1868.

2d. Twenty-five per cent. on or before the 15th day of December, 1868.

3d. Twenty-five per cent. on or before the 15th day of June, 1869.

4th. Twenty-five per cent. on or before the 15th day of December, 1869, or if Stockholders should prefer the whole amount may be paid up at once, or any remaining instalments may be paid in full at the time of the payment of the second or third instalment, and each instalment paid up shall be entitled to a pro rata dividend that may be declared on full Shares.

THOMAS T. FIRTH,
Treasurer.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, June 11, 1868.

AT A MEETING OF THE BOARD OF

Directors of this Company, held this day, it was
Resolved, That a dividend of 5 per cent. in cash, free of
Government tax, be paid on the 1st day of August next, to
the holders of the full paid shares registered on the 13th
day of July next, and that the transfer books be closed on
the said 13th day of July, and opened on the 5th day of
August following.

Resolved, That in pursuance of the plan approved at the
shareholders' meeting, May 27, 1868, the shares of this
Company be increased by the issue of eight shares for
every one hundred now outstanding, and the same be dis-
tributed to the holders of shares registered on the Com-
pany's books on the 1st day of August next, in the propor-
tion of one share for every twelve and one-half shares then
held by them.

Resolved, That where, in the distribution of such shares,
a stockholder would be entitled to a fraction of a share,
the Company will retain such fraction and will pay there-
for.

THOMAS E. WALKER, Treasurer.

THOMAS FIRTH & SONS, LTD.

SHEFFIELD, ENGLAND.

Manufacturers of

**HAMMERED CAST STEEL LOCOMOTIVE TIRES,
CRANKS AND AXLES.****ALSO SUPERIOR CAST STEEL FOR AXES, TOOLS, SPRINGS, ETC.****ABBOTT & HOWARD, AGENTS.**

81 JOHN STREET, New York.

57 KILBY STREET, Boston.

U. S. RAILROAD SCREW SPIKE COMPANY,

NO. 45 CLIFF STREET, NEW YORK,

MANUFACTURERS OF MONTIGNANI'S PATENT

RAILROAD SCREW SPIKE.

HENRY YOUNG, President.

G. B. HUBBELL, Secretary.

HUBBELL & VANHOESEN,
Agents.PATENTED
1864.

Works at

OSSINING,

Westchester Co., N. Y.

We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been reskinned several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the tie as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. H. H. DE VERNE, Track Master on the Shore Line Railroad, writes:

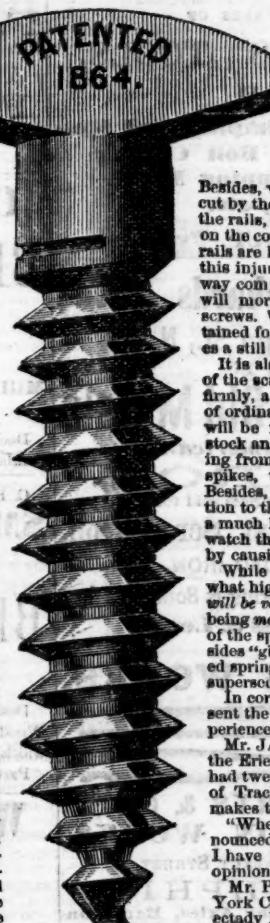
"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them, than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNIDER, Track Master, Albany, 1863, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1863, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie to the day they were put in. I consider them invaluable for crossings and bridges."

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430 WASHINGTON AV.,

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MANUFACTURE

Steam Engines—High and low pressure, for land, river, and marine service; Horizontal, Beam, and Vertical. Patterns on hand for 8x10, 14x12, 18x12, 22x14, 24x16, 26x18, 28x20, 30x22, 32x24, 34x26, 36x28, 38x30, 40x32, 42x34, 44x36, 46x38, 48x40, 50x42, 52x44, 54x46, 56x48, 58x50, 60x52, 62x54, 64x56, 66x58, 68x60, 70x62, 72x64, 74x66, 76x68, 78x70, 80x72, 82x74, 84x76, 86x78, 88x80, 90x82, 92x84, 94x86, 96x88, 98x90, 100x92, 102x94, 104x96, 106x98, 108x100, 110x102, 112x104, 114x106, 116x108, 118x110, 120x112, 122x114, 124x116, 126x118, 128x120, 130x122, 132x124, 134x126, 136x128, 138x130, 140x132, 142x134, 144x136, 146x138, 148x140, 150x142, 152x144, 154x146, 156x148, 158x150, 160x152, 162x154, 164x156, 166x158, 168x160, 170x162, 172x164, 174x166, 176x168, 178x170, 180x172, 182x174, 184x176, 186x178, 188x180, 190x182, 192x184, 194x186, 196x188, 198x190, 200x192, 202x194, 204x196, 206x198, 208x200, 210x202, 212x204, 214x206, 216x208, 218x210, 220x212, 222x214, 224x216, 226x218, 228x220, 230x222, 232x224, 234x226, 236x228, 238x230, 240x232, 242x234, 244x236, 246x238, 248x240, 250x242, 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918x910, 920x912, 922x914, 924x916, 926x918, 928x920, 930x922, 932x924, 934x926, 936x928, 938x930, 940x932, 942x934, 944x936, 946x938, 948x940, 950x942, 952x944, 954x946, 956x948, 958x950, 960x952, 962x954, 964x956, 966x958, 968x960, 970x962, 972x964, 974x966, 976x968, 978x970, 980x972, 982x974, 984x976, 986x978, 988x980, 990x982, 992x984, 994x986, 996x988, 998x990, 1000x992, 1002x994, 1004x996, 1006x998, 1008x1000, 1010x1002, 1012x1004, 1014x1006, 1016x1008, 1018x1010, 1020x1012, 1022x1014, 1024x1016, 1026x1018, 1028x1020, 1030x1022, 1032x1024, 1034x1026, 1036x1028, 1038x1030, 1040x1032, 1042x1034, 1044x1036, 1046x1038, 1048x1040, 1050x1042, 1052x1044, 1054x1046, 1056x1048, 1058x1050, 1060x1052, 1062x1054, 1064x1056, 1066x1058, 1068x1060, 1070x1062, 1072x1064, 1074x1066, 1076x1068, 1078x1070, 1080x1072, 1082x1074, 1084x1076, 1086x1078, 1088x1080, 1090x1082, 1092x1084, 1094x1086, 1096x1088, 1098x1090, 1100x1092, 1102x1094, 1104x1096, 1106x1098, 1108x1100, 1110x1102, 1112x1104, 1114x1106, 1116x1108, 1118x1110, 1120x1112, 1122x1114, 1124x1116, 1126x1118, 1128x1120, 1130x1122, 1132x1124, 1134x1126, 1136x1128, 1138x1130, 1140x1132, 1142x1134, 1144x1136, 1146x1138, 1148x1140, 1150x1142, 1152x1144, 1154x1146, 1156x1148, 1158x1150, 1160x1152, 1162x1154, 1164x1156, 1166x1158, 1168x1160, 1170x1162, 1172x1164, 1174x1166, 1176x1168, 1178x1170, 1180x1172, 1182x1174, 1184x1176, 1186x1178, 1188x1180, 1190x1182, 1192x1184, 1194x1186, 1196x1188, 1198x1190, 1200x1192, 1202x1194, 1204x1196, 1206x1198, 1208x1200, 1210x1202, 1212x1204, 1214x1206, 1216x1208, 1218x1210, 1220x1212, 1222x1214, 1224x1216, 1226x1218, 1228x1220, 1230x1222, 1232x1224, 1234x1226, 1236x1228, 1238x1230, 1240x1232, 1242x1234, 1244x1236, 1246x1238, 1248x1240, 1250x1242, 1252x1244, 1254x1246, 1256x1248, 1258x1250, 1260x1252, 1262x1254, 1264x1256, 1266x1258, 1268x1260, 1270x1262, 1272x1264, 1274x1266, 1276x1268, 1278x1270, 1280x1272, 1282x1274, 1284x1276, 1286x1278, 1288x1280, 1290x1282, 1292x1284, 1294x1286, 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1478x1460, 1480x1462, 1482x1464, 1484x1466, 1486x1468, 1488x1470, 1490x1472, 1492x1474, 1494x1476, 1496x1478, 1498x1480, 1500x1482, 1502x1484, 1504x1486, 1506x1488, 1508x1490, 1510x1492, 1512x1494, 1514x1496, 1516x1498, 1518x1500, 1520x1502, 1522x1504, 1524x1506, 1526x1508, 1528x1510, 1530x1512, 1532x1514, 1534x1516, 1536x1518, 1538x1520, 1540x1522, 1542x1524, 1544x1526, 1546x1528, 1548x1530, 1550x1532, 1552x1534, 1554x1536, 1556x1538, 1558x1540, 1560x1542, 1562x1544, 1564x1546, 1566x1548, 1568x1550, 1570x1552, 1572x1554, 1574x1556, 1576x1558, 1578x1560, 1580x1562, 1582x1564, 1584x1566, 1586x1568, 1588x1570, 1590x1572, 1592x1574, 1594x1576, 1596x1578, 1598x1580, 1600x1582, 1602x1584, 1604x1586, 1606x1588, 1608x1590, 1610x1592, 1612x1594, 1614x1596, 1616x1598, 1618x1600, 1620x1602, 1622x1604, 1624x1606, 1626x1608, 1628x1610, 1630x1612, 1632x1614, 1634x1616, 1636x1618, 1638x1620, 1640x1622, 1642x1624, 1644x1626, 1646x1628, 1648x1630, 1650x1632, 1652x1634, 1654x1636, 1656x1638, 1658x1640, 1660x1642, 1662x1644, 1664x1646, 1666x1648, 1668x1650, 1670x1652, 1672x1654, 1674x1656, 1676x1658, 1678x1660, 1680x1662, 1682x1664, 1684x1666, 1686x1668, 1688x1670, 1690x1672, 1692x1674, 1694x1676, 1696x1678, 1698x1680, 1700x1682, 1702x1684, 1704x1686, 1706x1688, 1708x1690, 1710x1692, 1712x1694, 1714x1696, 1716x1698, 1718x1700, 1720x1702, 1722x1704, 1724x1706, 1726x1708, 1728x1710, 1730x1712, 1732x1714

VAN ANDEN RAIL CHAIR COMPANY,



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By their improved Machinery are enabled to offer

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WITH CONTINUOUS BASE AND LIPS

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Adv. All orders will receive prompt attention. Samples sent on application.

PATENTED SEPT. 18th, 1866.

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I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the **MAIN TRACK IS NEVER BROKEN**, and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads*.

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company. I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

WM. WHARTON, Jr., Patentee,
Box No. 2745 Philadelphia, Pa.,

Office, No. 28 S. Third street Philada. Factory, Walnut street, above Thirty-first street, Philadelphia.

ESTABLISHED 1821.

RAILROAD UPHOLSTERY GOODS.

Plushes Reps, Damasks, Curled Hair, Car-Seat Duck, CAR-SEAT SPRINGS, AND ALL UPHOLSTERERS' SUPPLIES. HEAD LININGS MADE TO ORDER.

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For admission, candidates for a degree must pass an examination in Arithmetic, Algebra, Geometry and Plain Trigonometry. Persons not candidates for degrees are admitted without examination, and may pursue any or all of the subjects taught. The next session begins October 7th, 1867. The examination for admission will be held on October 8th. For further information, and for catalogues apply to

DR. C. F. CHANDLER,
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359 MAIN STREET,

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MANUFACTURED BY

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INCLINED PLANES, MINING,
STANDING SHIP RIGGING,
SUSPENSION BRIDGES, FERRIES,
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